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— THE FLORIDA —

RAILWAY AND NAVIGATION COMPANY.



THE GULF COAST ROUTE.

From the Sea to the Gulf.

(CENTRAL DIVISION).

THE GOLDEN FRUIT ROUTE.

Through the Lake Region and the Orange Belt.

(SOUTHERN DIVISION).

THE TALLAHASSEE ROUTE.

Through the Uplands of Florida.

(WESTERN DIVISION).

ISSUED BY THE

* PASSENGER DEPARTMENT *

— OF THE —

FLORIDA * RAILWAY * AND * NAVIGATION * COMPANY.

1884.



Illustrated and Printed for the

✱ FLORIDA ✱

RAILWAY AND NAVIGATION COMPANY,

— BY —

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No. 85 Warren Street, New York.



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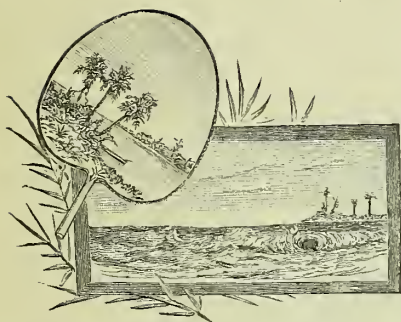
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STATE CAPITOL, TALLAHASSEE.

FLORIDA—OLD AND NEW.



Florida is, at once, the oldest and the newest State in the American Union—oldest in settlement and historical associations, and newest in development. Old Florida dates back to the discoveries of Cabot in the fifteenth, and Ponce de Leon and Laudonniere in the sixteenth centuries, and embraces its successive occupancy by the Spanish, French, English and Americans up to the time of the late civil war, during which extended period it passed through a multitude of startling and romantic vicissitudes of alternate prosperity and depression.

The long-continued and interminable contests for the control of the country between the French and the Spanish, with their bloody history; the efforts at settlement and development in the growth of indigo and other tropical products during the English occupation; its later development under the more vigorous and practical Americans, with its vast plantations of cotton and sugar; the attractiveness and healthfulness of its climate, and the discovery of its adaptability to the growth of semi-tropical fruits and all kinds of vegetables, have made for Florida a record of ever-changing experiences, as singular and unique as it is interesting and instructive.

The planters of the early day—immigrants from the adjacent states, whose energies were devoted to the production of immense crops of cotton and corn—were quite contented with the careless cultivation of a few oranges, lemons, limes, etc., for home consumption, while the commercial possibilities of such crops were unthought of or disregarded; the means of transportation were imperfect or entirely wanting, and there was apparently no outside demand for those products for which the State has since become famous.

In that olden time the wealth and population of the State was chiefly concentrated in the section now known as Middle Florida, comprising the counties lying between the Georgia line and the Gulf of Mexico, and between the Apalachicola and Suwannee rivers. In no portion of the South were there at that time larger or finer cotton plantations, more luxurious homes and surroundings, or a more prosperous and contented people than existed in this rich region. The people lived like nabobs, and devoted themselves with equal zeal to the cultivation and handling of the great staple and the amenities of social life. Fine old mansions yet stand among the giant live

oaks, upon more than one of the rich plantations, untenanted and ruinous; their silence and desolation full of pathos and eloquence, reminding the chance passer-by of the prosperity and affluence of former days. This good old time has passed away, with many of those who were its founders and devotees, but the rich lands yet remain, scarcely affected by the half century of immense yearly crops which they have produced. Methods of cultivation which have prevailed among the freedmen tenants of these lands since the war have reduced the annual product, but not the producing capacity of the lands, and when they are subjected to the better methods known and practiced by the best farmers of the North and West, their fertility and variety of products will be almost beyond the power of belief. The "fortunes of war" worked a disastrous change in the conditions here, as elsewhere. The slaves were suddenly converted into "free American citizens," and lost no time in deserting from the great army of producers to engage almost *en masse* in the more congenial avocation of politics; the production of the staple crops ceased almost entirely; the plantation was deserted for the town and the cross-roads rendezvous, and its owner was left helpless and despairing, without an income, without capital, and without credit, but with a family to be supported, and a new future to carve out for himself under the most trying, disastrous and depressing circumstances which ever befell a prosperous and happy people. Desperate efforts were made to set the wheels of agriculture in motion again, and a few individuals succeeded; but the majority struggled long and vainly against the untoward tide of misfortune and disappointment.

In the meantime, occasional Northerners ventured into Florida in search of health, or from motives of curiosity; and, realizing the possibilities of the country, undertook to develop it in the right direction. Their ventures in cotton-planting, owing to ignorance of the conditions essential to success, were generally disastrous, but in other directions they accomplished a progress previously unknown. Orange and lemon groves were planted; experiments were made in pineapple culture; the production of vegetables for shipment North soon became a practical success, and in many respects the elements of a prosperous future for the State were apparently near at hand. But the conditions of social existence were unsatisfactory; the proportion of Northern settlers was small, and on account of the natural, and, at that period, unrestrained, prejudice existing towards them, their situation was not comfortable, and many of them abandoned what they felt could be made a profitable and pleasant undertaking, on that account. A few were left, however, and, as years passed, they remained to demonstrate the fact that the growth of oranges and other semi-tropical fruits and vegetables could be made a success, and, under favorable conditions, astonishingly profitable. Others were attracted by the published experiences of these pioneers, and people began to flock in, submitting to the enforced social isolation, but keeping in view the brilliant promise of success.

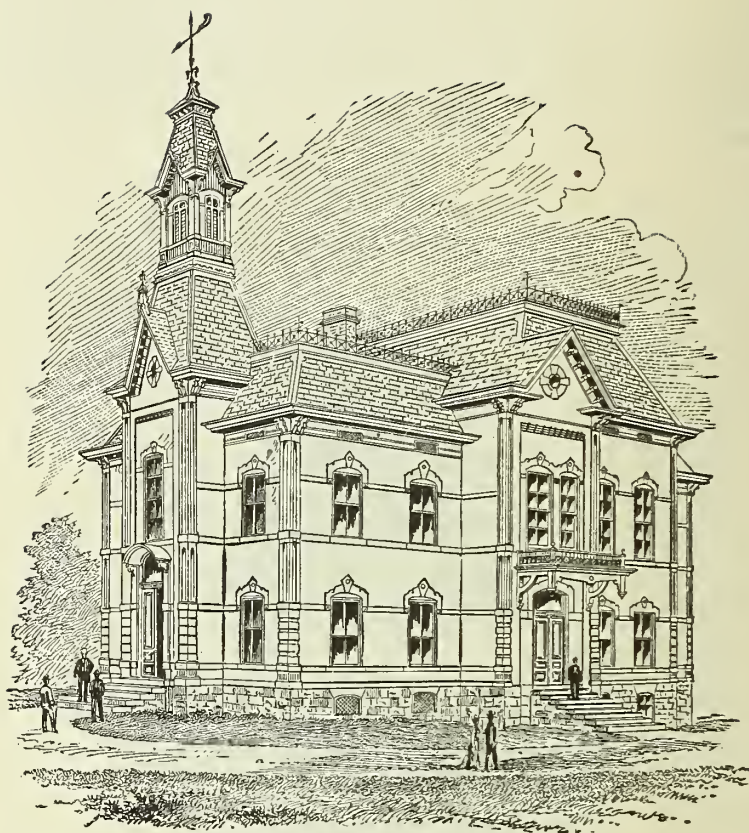
This state of things continued until the Northern element became so strong that the sense of loneliness almost entirely disappeared; and there is no country, at this time, where enterprising Northern people are so cordially welcomed as in Florida, even in those portions which have heretofore been considered the exclusive home of the Southerner. In addition to this, the peninsular portion of the State is rapidly being opened up, presenting a virgin territory for the enterprise of Northerners in innumerable directions, and a vast tide of immigration has been steadily flowing in for the past four or five years. The problem of success in fruit and vegetable culture in Florida has been absolutely and positively solved, and the profit of their production fully and satisfactorily demonstrated.

Not only the industries above mentioned, but many others auxiliary to them, have been established and brought to a flourishing and prosperous condition; and still others, heretofore unthought of, are daily being considered, experimented upon,

developed and made important factors in the general growth of the material prosperity of the State.

The demand for improved and extended transportation facilities has grown with the growth of all these newly-developed industries, not only with reference to the internal needs of the State, but to a much greater extent, perhaps, with reference to complete and rapid access thereto from abroad. Among these, none are of more vital importance than the local railway lines, both old and new; and at the head of the list of these stand the two great trunk routes which formed the original scheme of railway transportation inaugurated in 1855 by State laws and State aid in the shape of grants of public lands, and which bi-sect the State in opposite directions throughout its entire length and breadth, now, with their several branches and extensions, consolidated under one management into one grand system, comprising over five hundred miles of main track, under the name of **THE FLORIDA RAILWAY AND NAVIGATION COMPANY.**





COURT-HOUSE, TALLAHASSEE.

THE FLORIDA RAILWAY AND NAVIGATION COMPANY.

On the 7th day of January, 1853, the Legislature of Florida granted a charter to the Florida, Atlantic and Gulf Central Railroad Company for the construction of a road from Jacksonville to Alligator, (now Lake City) in Columbia county; and on the 8th of January, 1853, the Legislature granted a charter to the Florida Railroad Company, providing that its road "shall commence in East Florida, upon some tributary of the Atlantic Ocean within the limits of the State of Florida having a sufficient outlet to the ocean to admit of the passage of sea steamers, and shall run through the eastern and southern part of the State in the most eligible direction to some point, bay, arm or tributary of the Gulf of Mexico in South Florida south of the Suwannee river having a sufficient outlet for sea steamers." On the same day a charter was granted to the Pensacola and Georgia Railroad Company to construct a railroad from Pensacola through the western and northern portion of the State, with a branch to the Georgia line.

On the 6th of January, 1855, the State Legislature passed an act entitled, "An act to provide for and encourage a liberal system of internal improvements in this State," commonly known as the "Internal Improvement Act," which contemplated in terms, as a part of the system thereby provided for, the construction of two great trunk lines of railway, viz: "From the St. John's river at Jacksonville to the waters of Pensacola bay, with an extension from suitable points on said line to St. Mark's river or Crooked river at White Bluff, on Apalachicola bay, in Middle Florida, and to the waters of St. Andrew's bay, in West Florida; and a line from Amelia Island on the Atlantic to the waters of Tampa bay in South Florida, with an extension to Cedar Key in East Florida."

On the 14th of December, 1855, the charter of the Florida Railroad Company was amended "so that the said company shall have power to construct the railroad from Amelia Island to the waters of Tampa bay in South Florida, with an extension to Cedar Key in East Florida"; and on the next day, December 15th, 1855, the rights of the Pensacola and Georgia Railroad Company were extended by amendment to the construction of its road to a junction with the road of the Florida, Atlantic and Gulf Central Railroad Company at Alligator, (Lake City), and to the purchase of the old Tallahassee Railroad, which was constructed from St. Mark's to Tallahassee in 1833, and is now known as the St. Mark's Branch.

By an amendment to its charter passed on the 29th of July, 1868, the name of the

Florida, Atlantic and Gulf Central Railroad Company was changed to the Florida Central Railroad Company.

An act of the Legislature passed December 13th, 1866, authorized the Pensacola and Georgia Railroad Company to sell its branch from Live Oak to the Georgia line to the Atlantic and Gulf Railroad Company, of Georgia.

An act passed by the Legislature on the 24th of June, 1869, reciting the sale of the Pensacola and Georgia Railroad and the Tallahassee Railroad, incorporated a new company, composed of the purchasers, and called the Tallahassee Railroad Company; and on the same day the Jacksonville, Pensacola and Mobile Railroad Company was chartered, and authorized to complete the line from Quincy to the Chattahoochee river, and through West Florida.

By a resolution adopted by the stockholders on the 18th of January, 1872, the name of the Florida Railroad Company was changed to the Atlantic, Gulf and West India Transit Company, which name was afterwards similarly changed to the Florida Transit Railroad Company.

That portion of the main line of the Florida Transit Railroad extending from Waldo to Ocala was constructed under the name of the Peninsular Railroad Company; and that portion of the main line from Ocala to Wildwood and beyond, was constructed under the name of the Tropical Florida Railroad Company.

The Leesburg and Indian River Railroad Company was organized under the general incorporation law of Florida by articles filed on the 20th of February, 1882, to build a road extending from a point on the Tropical Florida Railroad west of Leesburg to Leesburg, and thence to Lake Eustis and Lake Dora, and through Orange and Brevard counties to the Indian river, with branches to Lake Apopka and Lake Tohopekaliga.

On the same day, February 20th, 1882, the Florida Central and Western Railroad Company was incorporated by articles filed by Sir Edward J. Reed and his associates, who had become the owners, by purchase, of the Florida Central and the Jacksonville, Pensacola and Mobile railroads.

On the 15th of January, 1883, by a resolution of the stockholders of the several roads, the Florida Transit Railroad Company, the Peninsular Railroad Company and the Tropical Florida Railroad Company, were merged into one corporation under the name of the Florida Transit and Peninsular Railroad Company.

The Fernandina and Jacksonville Railroad Company was organized under the general incorporation law by articles filed on the 16th of March, 1880.

During the year 1883 the several roads mentioned, viz: the Florida Transit and Peninsular, the Florida Central and Western, the Fernandina and Jacksonville, and the Leesburg and Indian River railroads, passed into the hands of a single company, and, since March 1st, 1884, have all been operated under one management, under the name of THE FLORIDA RAILWAY AND NAVIGATION COMPANY.

The Florida Railway and Navigation Company's system, comprising over five hundred miles of main track in actual operation, and about eight hundred miles of main track, when completed, not only gives to Florida its most extensive and important main lines of transportation, to which all other lines, operated and projected, are in effect subsidiary and tributary; but it comprises the largest and most important portion of a system of lines which is destined to materially affect, in the near future, the entire commerce as well as the entire railway transportation system of the Union.

The importance of this great trunk line through the Peninsula of Florida, as a highway of travel and traffic between all parts of the United States and the countries of Central and South America and the West India islands, is a subject which far

exceeds in interest the consideration of its local traffic. The completion of the road from its present terminus to Punta Rassa, on the waters of Charlotte Harbor, a distance of about one hundred and fifty miles, and the establishment immediately consequent thereon of a daily line of first-class, fast passenger and freight steamships thence to Key West, one hundred and ten miles, and to Havana, seventy miles further, will give direct and complete daily communication between Cuba and all parts of the Union, bringing the West Indian and South American markets as near to the consumers of their products as they now are to England and the European continent, and making new markets in those countries for all the products of the States.

The Mississippi and Ohio valleys now consume about three-fourths of all importations of coffee, sugar, etc., from the ports of the Caribbean Sea and South America; and that region produces the very articles—agricultural implements, bread-stuffs, cattle, cotton-goods, etc.—most largely exported to those countries.

Official statistics show that of the total sugar consumed in the United States in 1882, about 1,750,000 hogsheads, or over 1,000,000 tons, there were imported, chiefly from Cuba, over 1,600,000 hogsheads. Of the total importations from Cuba of 678,000 tons, 442,000 tons were entered at New York, 135,000 tons at Boston, 65,000 tons at Philadelphia, and at other ports 36,000 tons; yet of this whole amount about 400,000 tons were consumed by people living nearer to Punta Rassa than to New York, and Punta Rassa being about one thousand miles nearer to Cuba than to New York, for this population it is the most direct and economical importing point. The imports and the consumption of molasses show a similar state of facts.

The importations of coffee into the United States in 1882 were 220,000 tons, equal to about 500,000,000 pounds, or ten pounds for every man, woman and child in the country, of which 400,000,000 pounds were entered at New York, and the remainder mostly at Baltimore and New Orleans. The imports from Brazil were 340,000,000 pounds, from the West Indies, Venezuela, Colombia, Central America and Mexico, 130,000,000 pounds, and from Java and the East, 30,000,000 pounds.

From the foregoing facts it seems manifest that a line of transportation reaching almost directly into the heart of the region producing and exporting into the United States these vast quantities of staple products, and taking from the United States an equally large volume of our products and manufactures, should become, when permanently established, one of the most important of the world's great commercial highways. That "railway connection with the West Indies and South America is the greatest necessity of the present age, and there will be no rest until this want is supplied," has been well said by one of the most valuable railway authorities in the Union (*Railway Age*, Sept., 1883). It is to satisfy this want, by the completion of its line to Punta Rassa, by the perfecting of its connections northward and northward, and by the establishment of daily steamship service from its southern terminus to Cuba and South American ports, thus developing a highway of commercial value not less important to the interests of the whole country than the trans-continental railroads of the far West, that the Florida Railway and Navigation Company is now bending every energy.

The extension of the system to Tampa and Charlotte Harbor, now being rapidly completed, will enable it to control the trade of a region which is conceded by all reliable authorities to be the most desirable in the Union for the production of sugar. In all the peninsular portion of Florida the sugar-cane grows with great luxuriance, "rattooning" for some six or eight years in succession, whereas in Louisiana it requires to be replanted every three or four years. It grows in South Florida to the height of ten to fifteen feet, while in Louisiana it is much smaller. In Florida, too, it can be left in the field to ripen fully, without fear of the frosts which in Louisiana often cause it to be gathered in an unmaturing state.

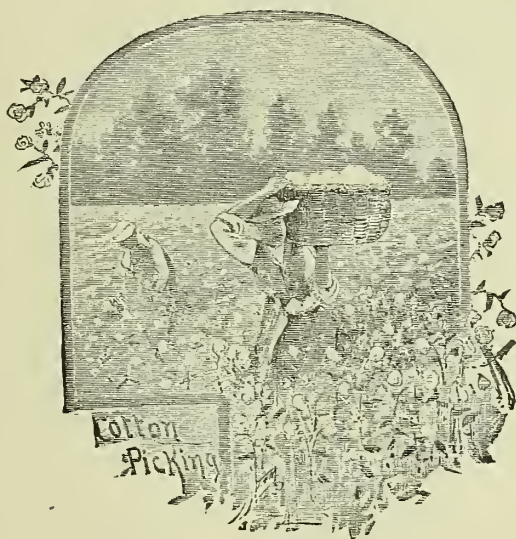
The transportation of the orange crop of the State is an important and interesting feature of the business of the Central and Southern divisions of the road, which extend through the very heart of the orange region. This industry, although yet in its infancy, presents already some remarkably suggestive facts. The entire crop of the State a few years ago was scarcely worthy of mention from a commercial point of view; but the increase has been so rapid as to give, in 1881, a total crop of about forty-six millions, increasing to a crop of above fifty millions in 1883. Notwithstanding this astonishing progress, the future has in store for this industry still more noticeable results, for which there is ample room, the demand being constantly and rapidly increasing, and the total annual consumption of this country being now about eight hundred millions, of which more than fifteen-sixteenths are imported from abroad.

The business of forwarding early vegetables produced for shipment to Northern markets also forms no inconsiderable portion of the traffic of the system of roads now controlled by the Florida Railway and Navigation Company. Beginning with the first products of the lower peninsula, and ending with the latest shipments of potatoes from Middle Florida, the entire season is one prolonged period of labor, expense, anxiety and activity for the entire corps of officials and employees, the exceedingly perishable nature of these products, and the consequent necessity of rapidly pushing them forward to their destination, involving the most prompt and unerring methods, and the constant and watchful care of every one connected with their transportation. The volume of these, as well as of other products requiring the services of the several lines to transport them to market, can be estimated at a glance by referring to a very carefully prepared table showing actual shipments for a single year from each of the several stations, which will be found in another place in this pamphlet.

Besides the unparalleled advantages of safety, speed and comfort offered to the entire volume of passenger travel between all parts of the United States and the West Indian, Central and South American ports by the completion of the peninsular line of the Florida Railway and Navigation Company's road to Punta Rassa, and a daily steamship service thence to those ports, the already completed lines and their unexceptionably favorable connections northward and westward enable the Company to offer to the people who, in already vast and annually increasing numbers seek the matchless climate of Florida for relief from the cold, discomfort and danger of the Northern winters, a means of transportation to and through the entire length and breadth of the great winter sanitarium of Florida, unequalled by those presented by any other line or lines.

Travelers coming to Florida from any of the Eastern or Middle States, by securing tickets which will bring them over any of the Georgia roads or Atlantic coast lines leading to Savannah, will connect at that place directly with trains on the short line of road (the City and Suburban Railroad), now controlled by this Company, leading from Savannah to Montgomery on the sea shore, about twelve miles from Savannah, whence the elegant steamers of the DeBary-Baya Merchants' Line, completing what is known as the "Montgomery Route," will transport them directly and rapidly by the safe and picturesque "Inland Route," between the noted "Sea Islands" and the main land, past the famous and interesting ruins of "Dungeness," on Cumberland Island, to Fernandina, the initial point of all the Company's lines leading all over the State, in every direction. Those coming from any of the Western or Southwestern States, by securing tickets which will bring them over the Illinois Central, Mobile and Ohio, or Louisville and Nashville Railroad Company's lines and their connections, via New Orleans, Mobile or Montgomery, Ala., to Pensacola, will there connect with solid through trains, with Pullman Palace Sleeping-cars attached, which will take them through West Florida, over the new Pensacola and Atlantic Railroad, and

through Middle Florida, on the track of the Western Division, (F. R. & N. Co.), *by daylight*, thus enabling them to enjoy the novel, and heretofore unusual experience of seeing the beauties of the wonderful "Hill Country" of Florida. Travelers desiring to first visit the Great Exposition at New Orleans and then return to their homes by way of Florida, or to go thence on the excursion trains which will be run during the period covered by the Exposition, will positively find *no other route* open to them by which they can go direct to and through the entire State, than by the through trains over the Pensacola and Atlantic and Florida Railway and Navigation Company's roads, to which will be attached through Pullman Palace Sleeping-cars from New Orleans to Jacksonville.



THE FLORIDA RAILWAY AND NAVIGATION COMPANY.

SCHEDULE OF STATIONS AND DISTANCES.

CENTRAL DIVISION.

STATION.	DISTANCE.	MILES.	STATION.	DISTANCE.	MILES.
Fernandina, ...	—	—	Starke, ...	2	73
Hart's Road Junction, ...	11	11	Thurston, ...	4	77
Italia, ...	7	18	Waldo, ...	7	84
Callahan, ...	9	27	Fairbanks, ...	6½	90½
Dutton, ...	9	36	Gainesville, ...	7½	98
Brandy Branch, ...	5	41	Arredondo, ...	6	104
Baldwin, ...	6	47	Palmer, ...	4	108
Maxville, ...	8	55	Archer, ...	5	113
Highland, ...	6	61	Bronson, ...	9	122
Lawtey, ...	5	66	Otter Creek, ...	12	134
Burrin, ...	11½	67½	Rosewood, ...	11	145
Temple, ...	3½	71	Cedar Key, ...	10	155

JACKSONVILLE BRANCH.

STATION.	DISTANCE.	MILES.	STATION.	DISTANCE.	MILES.
Fernandina, ...	—	—	Duval, ...	11	22
Hart's Road Junction, ...	11	11	Jacksonville, ...	11	33

SOUTHERN DIVISION.

STATION.	DISTANCE.	MILES.	STATION.	DISTANCE.	MILES.
Waldo (from Fernandina), ...	—	84	Silver Spring Junction, ...	9	130
Dixie, ...	8	92	Ocala, ...	4	134
Hawthorne, ...	6	98	Lake Weir, ...	16	150
Lochloosa, ...	6	104	Oxford, ...	6½	156½
Orange Lake, ...	8	112	Wildwood, ...	3½	160
Sparr, ...	5	117	Panasofkee, ...	8	168
Anthony, ...	4	121	Withlacoochee River, ...	21	189

LEESBURG BRANCH.

STATION.	DISTANCE.	MILES.	STATION.	DISTANCE.	MILES.
Wildwood (from Fernandina), ...	160	160	Leesburg, ...	2½	172
Montclair, ...	9½	169½	Tavares, ...	10	182

WESTERN DIVISION.

STATION.	DISTANCE.	MILES.	STATION.	DISTANCE.	MILES.
Chattahoochee River, ...	—	—	Ellaville, ...	8	114
River Junction, ...	2	2	Live Oak, ...	13	127
Chattahoochee, ...	1	3	Houston, ...	6	133
Mt. Pleasant, ...	8	11	Welborn, ...	5	138
Quiney, ...	9	20	Dowling's Junction, ...	4	142
Midway, ...	12	32	Lake City, ...	8	150
Tallahassee, ...	12	44	Mt. Carrie, ...	7	157
Chaires, ...	12	56	Olustee, ...	5	162
Lloyd, ...	6	62	Sanderson, ...	10	172
Pinhook, ...	7	69	Taliaferro's Junction, ...	2	174
Drifton, ...	2	71	Glen St. Mary, ...	5	179
(Monticello, 4)	—	—	Darbyville, ...	2	181
Aucilla, ...	7	78	Baldwin, ...	9	190
Greenville, ...	7	85	Clark's Junction, ...	2	192
Madison, ...	14	99	White House, ...	6	198
West Farm, ...	5	104	Wayeross Junction, ...	10	208
Lee, ...	2	106	Jacksonville, ...	1	209

ST. MARK'S BRANCH.

STATION.	DISTANCE.	MILES.	STATION.	DISTANCE.	MILES.
Tallahassee, ...	—	—	Wakulla, ...	6	16
Belair, ...	4	4	St. Mark's, ...	5	21
Ferrell, ...	6	10	Mouth St. Mark's River, ...	—	8

LOCATION AND MILEAGE.

CENTRAL DIVISION: Passes through the counties of Nassau, Duval, Clay, Bradford, Alachua and Levy.

SOUTHERN DIVISION: Passes through the counties of Alachua, Marion, Sumter and Hernando, and is now being extended into Polk and Hillsborough.

WESTERN DIVISION: Passes through the counties of Gadsden, Leon, Jefferson, Madison, Suwannee, Columbia, Baker and Duval.

ST. MARK'S BRANCH: Passes through the counties of Leon and Wakulla.

LEESBURG BRANCH: Passes through the county of Sumter, and is now being extended into Orange.

JACKSONVILLE BRANCH: Passes through the counties of Nassau and Duval.

MONTICELLO BRANCH: Passes through Jefferson county.

	MILES.
Central Division, Fernandina to Cedar Key, ...	155
Southern Division, Waldo to Withlacoochee River, ...	105
Leesburg Branch, Wildwood to Tavares, ...	22
Western Division, Chattahoochee River to Jacksonville, ...	209
Jacksonville Branch, Fernandina (Hart's Road Junction) to Jacksonville, ...	22
St. Mark's Branch, Tallahassee to St. Mark's, ...	21
Monticello Branch, Drifton to Monticello, ...	4

Total mileage, main track, ... 538

ITINERARY



MAMMOTH TREE AT BELLEVIEW.—SEE PAGES XXV AND XXVI.

CENTRAL DIVISION.

FERNANDINA, "the Newport of the South," as it has been justly named, is the initial point and general headquarters of the Florida Railway and Navigation Company's railway system. Its happily-bestowed cognomen had its origin in the proximity of the city to the magnificent ocean beach, known as Amelia Beach, to which reference will be made further on in these pages. The city itself is of no insignificant importance, and has frequently been called the "Gate City of Florida," from the fact of its possession of the largest and deepest harbor on the eastern coast of the State. It is beautifully located in a sheltered situation on the west side of Amelia Island, the northern extremity of which guards the entrance to Cumberland Sound and the extensive land-locked harbor, into which open the St. Mary's river, and Amelia river from Nassau inlet, the former from the west, and the latter from the southeast.

The harbor of Fernandina is one of the finest and most commodious on the Atlantic coast. "It is similar to Charleston and Savannah in having a bar at its entrance; and in respect to the draft which can be carried to its wharves, the three cities are about on a par. But Fernandina excels the others in the fact that the wharfing shore is only about three miles from the sea buoy or open ocean. After crossing the bar, there is a broad way of from twenty-five to sixty feet depth, at low water, to the anchorage in the harbor. The inner basins which form the harbor are closely land-locked, of unlimited capacity, of a general depth of thirty to forty feet at low water, good holding ground of stiff, blue clay, and lined by extensive shore for wharves. The water obtainable here for ships' supply is reputed to keep better on voyages than any other in the South."—(From an Address by Hon. D. L. Yulee, delivered to the Fernandina Board of Trade, Jan. 26, 1880.) "Inside of the bar there is an unlimited extent of deep-water accommodation, and also the protection of smooth water before reaching the land-locked basins. The anchorage in Amelia river possesses the quiet and safety of an enclosed dock, and repairs of all kinds may be carried on without the fear of accident arising from the motion of the water." "We are careful to avoid making this communication unnecessarily long by entering upon a comparison of Fernandina with other places in the same region of coast—such as Brunswick, for example, which is now connected by railroad with Savannah, and being more in the interior, is less healthy; or St. John's entrance, * * * which has an insuperable objection in its bar; but we take pains to say that such comparisons have formed a large part of our study of the whole subject. We have not spoken of the *peculiar* advantages of Fernandina as a depot and naval station without attaching a meaning to the word."—(From the Report of Admiral S. F. Dupont, U. S. N., General J. G. Barnard, U. S. Engineers, Professor A. D. Bache, Supt. U. S. Coast Survey, and Com-

modore C. H. Davis, U. S. N., made to the Secretary of the Navy in 1861, referred to in the Address above mentioned.)

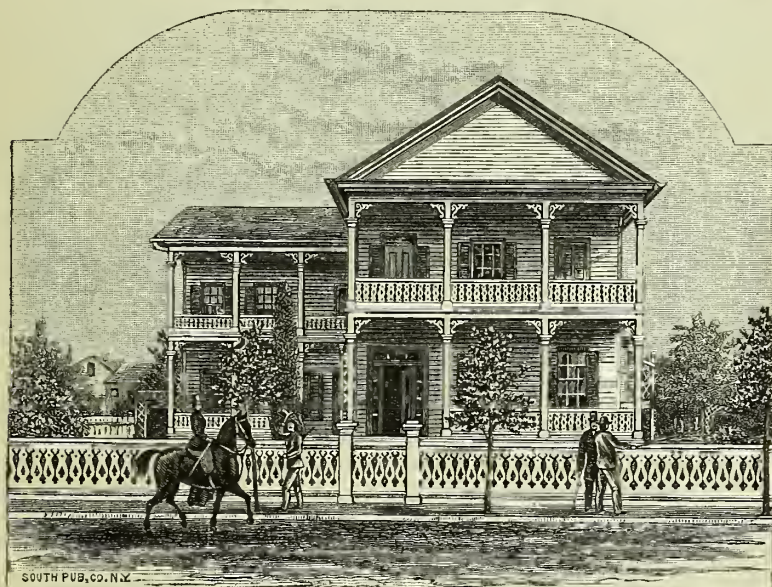
The natural advantages of Fernandina as a seaport and a centre of trade have not been heretofore utilized as they deserve. The ravages of war fell with peculiar force upon the city, paralyzing its industries and complicating the titles to property by reason of sales made under the U. S. direct tax laws. These were followed by the greater misfortune of epidemic disease happening at a time when its resources were unequal to the demand for adequate sanitary regulations and precautions. All these disasters and hindrances have now happily passed away, and the staunch little "Island City," as it is fondly called by those who know and love it, is rising from the prostration caused by its many misfortunes, and is rapidly putting on the appearance of a veritable metropolis.

The facilities afforded by Fernandina for the profitable and successful prosecution of an extensive wholesale trade with the entire peninsular portion of the State, as well as with a considerable section of Middle Florida, are unsurpassed by those of any port or city in the State. The splendid harbor admits vessels drawing seventeen and a half feet of water at high tide (with an excellent prospect of increase to twenty-six or twenty-seven feet by Government appropriations); and the depth of water in the harbor enables cargoes to be loaded and unloaded directly at the wharves. A line of first-class steamships (the Mallory Line) plies regularly between this port and New York, another line has just been established to Boston, and another to Baltimore, and a direct line of ocean steamers to and from Liverpool visits its wharves at stated intervals. Freights, therefore, both from Europe and the upper Atlantic coast ports, are more than two-thirds lower than freights by rail, and the Florida Railway and Navigation Company's lines of railroad give direct and constant access to and from all the interior towns and cities of the State. A recent fire destroyed a number of the older buildings in the principal business portion of the city, which have been promptly replaced by handsome and commodious brick structures, whose appearance and accommodations for the purposes of modern trade would do credit to any of our largest cities; and when the superior advantages of Fernandina as a great central *entrepot* for the bulk of the trade of East and South Florida shall be known and properly appreciated, the entire harbor frontage and the two or three tiers of blocks extending its whole length, which have been reserved for business purposes, will become one great mass of brick warehouses, out of whose capacious depths will pour a never-ending stream of merchandise to supply the growing wants of the vast and constantly increasing population of the interior.

Throughout that portion of the city devoted to private residences may be found some of the handsomest and cosiest homes in all Florida, representations of some of which are given among our illustrations. The gently-sloping eminence upon which this portion of the city is built affords facilities for ample drainage, which has been thoroughly effected by a system of sewerage of which many larger cities might well be proud. The atmosphere, laden with the perfume of the sea and the exhalations from the vast pine forests near at hand, is pure and healthful; and the ocean tides, sweeping over the salt-marshes, leave no stagnant fresh-water pools to breed malaria. The soil of the island is light and sandy, with an admixture of comminuted shell, making it in many localities exceedingly productive, as is amply evidenced by the luxuriant growth of the orange groves and shade-trees of various kinds, including the stately palm, and the wonderful products of the numerous vegetable-gardens and flower-yards which abound in and about the city.

Amelia Island and its vicinity abound with places of historical and romantic interest. The island is formed by the surrounding waters of the Atlantic, Cumberland Sound, the St. Mary's and Amelia rivers and Nassau inlet, and is about twenty-two

miles in length, with an average breadth of two miles. It was known in the time of the aborigines as Guale, and was the seat of government of a powerful chief, who has been described by Laudonniere as a person of remarkably commanding presence and noble mien. His sceptre was broken and his savage court dispersed under the oft-disputed reigns of the Spanish and English colonists. General Oglethorpe, whose headquarters were at Savannah, claimed the territory along the coast as far south as Fort George Island, at the mouth of the St. John's river, while the Spaniards claimed as far north as the Savannah river. A small fort was built at a very early day by the Spaniards near the spot where now stands the old town of Fernandina, about a mile north of the present modern city, which was occupied and garrisoned up to the time



RESIDENCE AT FERNANDINA.

of the cession of Florida to the English in 1763. The spot where it stood, as well as the quaint old town, are visited with interest by curious strangers. About the year 1770 the Countess of Egmont, an English noblewoman, established a great indigo plantation on the island, the buildings of which were situated on the highest point of land, near the site of the present light-house, and the indigo-works on a spot near where now stands the Egmont Hotel, named, of course, after the Countess, a fine portrait of whom hangs in its parlor. Some two or three miles from the city, at the northern extremity of the island, stands old Fort Clinch, whose massive guns still frown from the parapet, while its casemates are piled with the antiquated and apparently useless *impedimenta* of warfare.

Eight miles from Fernandina, by water, on Cumberland Island, is the famous estate of Dungeness, several thousand acres in extent, bestowed by the State of Georgia upon General Nathaniel Greene, and belonging for many years to his descendants. The massive ruins of the stately old mansion kept watch and ward, until within the past few months, over the smouldering remnants and historic memories of the place. Broad avenues, bounded by plantations of ancient orange and olive trees and bordered by giant oaks, stretch grandly away on either side of the

homestead, while the half wild remnants of a once flourishing and extensive botanical garden give evidence of the former luxuriant surroundings. The old family burying-ground, with its ancient tombs (one of which covers the mortal part of the renowned soldier known to fame and the history of his country as "Light-Horse Harry" Lee), is located in a grove not far from the mansion. Many other objects and places of interest abound on the island, and its recent purchase by Mr. Thomas M. Carnegie, a wealthy Scotsman, who is restoring and rebuilding the old mansion and rehabilitating the entire estate, will be the means of preserving the mementoes and memories and traditions of this historic ground.

Fernandina possesses a number of handsome church edifices, prominent among which are the Presbyterian, the Roman Catholic Church of St. Michael's (connected with which is a convent and young ladies' school under the management of the Sisters of St. Joseph), and the beautiful new Episcopal Church of St. Peter's. There is also a convenient and commodious public hall.

The *Florida Mirror*, one of the leading journals of the State, is published here. Connected with its publication office is a thoroughly equipped job office, where much of the printing of the Railway Company is done. Half a mile south of the city are the principal car-shops of the Company, where have been executed some of the best specimens of railroad work to be found in the South, among which may be mentioned a complete locomotive engine, one of the best on the road, and the only one ever constructed in Florida.

One of the chief attractions of Fernandina is the Amelia Beach, a noble stretch of smooth, shining sand, sloping gently from the foot of the great "sand-dune" which lies along the outer edge of the island far out under the shallow waters of the Atlantic, and extending from one end of the island to the other, a distance of over twenty miles. The surface of the sand at the edge of the water is as hard as a floor, forming a magnificent drive, and a firm, hard shell-road extends from the city to the beach, a distance of nearly two miles. Near where the shell-road joins the beach are a number of cottages belonging to citizens, and a large and comfortable hotel, the "Strathmore," whose broad verandas, comfortable rooms and well-supplied tables welcome crowds upon crowds of summer guests, year after year. Mr. and Mrs. John B. Hopkins, of Tallahassee, have presided over its hospitalities during the season of 1884, and the house has been overrun with guests during the entire summer. A branch track from the city to the beach is in contemplation, which will render the facilities for reaching this notable resort perfect. The surf-bathing on the beach, which of course is the chief attraction, is said to be safer and more enjoyable—especially for ladies and children—than at any of the famous resorts of the northern Atlantic coast.

The general offices of the Company are situated at present in a building constructed for the accommodation of the general offices of the old Transit Railroad; but it is in contemplation to erect a new building at the foot of Centre street (the principal business street), which will contain ample room for the transaction of the large business of the Company, besides handsome and commodious accommodations for passengers.

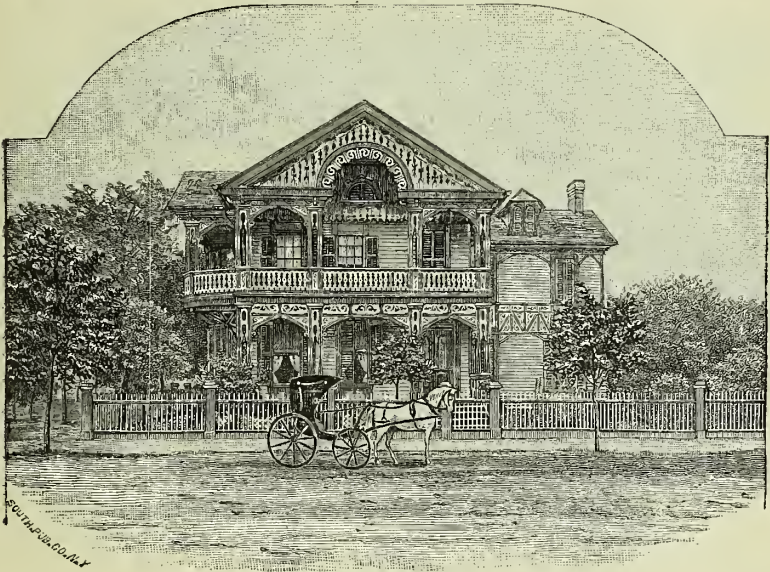
A complete telegraph and telephone service are among the conveniences employed for the transaction of business by the Company and the citizens.

There are three good livery stables to supply visitors with conveyances of all kinds, and the harbor is full of sail and row-boats of all shapes and styles and sizes.

Fishing in the harbor and adjacent rivers is unsurpassed, and there are quantities of game of several kinds on the island.

HOTELS: The Egmont is one of the most complete hotels in the South. First-class in every appointment, with service of gas and water throughout, bath-rooms on

every floor, a billiard-room for the free use of its guests, costly furniture, a charming flower-garden and park of palmetto trees attached, occupying one of the most elevated situations in the city, and with a *cuisine* equal to the best in the country, it presents attractions which are found in but few other places in the South. The Mansion House is down-town, nearer to the depot and wharves, and is roomy, comfortable and well-managed. The Lucy Cottage, on one of the quietest and pleasantest residence streets, is a retreat in active demand among those who know of its superior attractions.



RESIDENCE OF HON. S. A. SWANN, FERNANDINA.

HART'S ROAD JUNCTION, Nassau county, is in the midst of a pine forest, in-

11 miles from Fernandina,	terspersed with ridges of fertile soil; and is the point where
144 " " Cedar Key.	the new short line of the Jacksonville Branch diverges from
the main line.	

ITALIA, a flag station, also in Nassau county, is the seat of a flourishing lumber

7 ms. from Hart's Road Jc.,	and brick-making business conducted by Mr. Wm. MacWil-
18 " " Fernandina,	liams. It has a post-office, and is in the heart of pine
137 " " Cedar Key.	forests rife with undeveloped wealth.

CALLAHAN, in Nassau county, is a telegraph station and the crossing-place of

9 miles from Italia,	the East Florida Railroad, (Wayercross), extending from Jack-
27 " " Fernandina,	sonville to Wayercross and Savannah, Georgia. The country
128 " " Cedar Key.	about Callahan is undulating and well settled, and the soil

is good, as is evidenced by some of the finest crops of corn, vegetables, etc., to be seen in the State. The lumber interest is a flourishing industry, and the place is one of some commercial importance. Here vast quantities of the products of the peninsula destined by the all-rail routes to Northern markets are transferred from the Florida Railway and Navigation Company's tracks to the "Wayercross" road; and in the season of winter travel the vicinity of the depot, with hundreds of passengers with their luggage in process of transfer to and from the several trains, make up a lively daily scene of activity and apparent confusion.

DUTTON is an important shipping and manufacturing point for lumber, turpentine and resin. The elevation here is forty-five feet above the sea level, and the surrounding lands are generally of a productive character, having a sub-soil of clay which adds to their fertility. Dutton is a flag station, and is in Nassau county.

10 miles from Callahan,	tine and resin.
37 " " Fernandina,	the sea level, and the surrounding lands are generally of a
118 " " Cedar Key.	productive character, having a sub-soil of clay which adds

to their fertility. Dutton is a flag station, and is in Nassau county.

4 miles from Dutton,	ton, the manufacture of turpentine, resin and lumber being
41 " " Fernandina,	the chief industries. The neat farms and fine crops which
114 " " Cedar Key.	may be seen hereabouts give evidence of the fertility of the

soil.

BALDWIN, in Duval county, is one of the most important railroad centres in the State. Here the track of the Central Division crosses, almost at right angles, the track of the Western Division extending from the Chattahoochee river to Jacksonville. Trains over both Divisions make close connections at Baldwin in every direction, four trains leaving the station twice each day. The environment of Baldwin is low, flat and uninviting, yet the elevation is forty-seven feet above the sea, and the place, surrounded, as it is, by almost interminable pine forests, is reputed to be as healthy as any in the State, and by no means an unpleasant place of residence. At no distant day there will doubtless be here a mammoth hotel for the accommodation of the traveling public, and the traveler can now find comfortable quarters and excellent fare.

6 m. from Brandy Branch,	State.
47 " " Fernandina,	most at right angles, the track of the Western Division
108 " " Cedar Key.	tending from the Chattahoochee river to Jacksonville. Trains

over both Divisions make close connections at Baldwin in every direction, four trains leaving the station twice each day. The environment of Baldwin is low, flat and uninviting, yet the elevation is forty-seven feet above the sea, and the place, surrounded, as it is, by almost interminable pine forests, is reputed to be as healthy as any in the State, and by no means an unpleasant place of residence. At no distant day there will doubtless be here a mammoth hotel for the accommodation of the traveling public, and the traveler can now find comfortable quarters and excellent fare.

8 miles from Baldwin,	mills and turpentine works. It is fifty-seven feet above the
55 " " Fernandina,	sea, and is surrounded by some of the finest timber lands in
100 " " Cedar Key.	the State.

HIGHLAND, in Clay county, is a telegraph station, and is the highest point on the line, being two hundred and ten feet above tide-water, on a ridge from which the surface-waters flow eastward into the St. John's river, and westward into the Gulf of Mexico. Its elevated position and healthful surroundings have attracted a considerable population, and it is a fast-growing and prosperous village.

7 miles from Maxville,	the line, being two hundred and ten feet above tide-water, on
62 " " Fernandina,	a ridge from which the surface-waters flow eastward into the
93 " " Cedar Key.	St. John's river, and westward into the Gulf of Mexico. Its

elevated position and healthful surroundings have attracted a considerable population, and it is a fast-growing and prosperous village.

LAWTEY, Bradford county, is a charming village, chiefly settled by Northern people, whose tasteful residences, thrifty orange groves and well-cultivated vegetable farms are a pleasure to behold. Many winter visitors find here all the enjoyments of a Florida sojourn, including excellent shooting. The altitude is one hundred and forty feet, and the neighboring pine forests give an exhilarating tone to the constant breezes from gulf and sea. Considerable quantities of oranges and vegetables are shipped from here.

4 miles from Highland,	people, whose tasteful residences, thrifty orange groves and
66 " " Fernandina,	well-cultivated vegetable farms are a pleasure to behold.
89 " " Cedar Key.	Many winter visitors find here all the enjoyments of a Flori-

da sojourn, including excellent shooting. The altitude is one hundred and forty feet, and the neighboring pine forests give an exhilarating tone to the constant breezes from gulf and sea. Considerable quantities of oranges and vegetables are shipped from here.

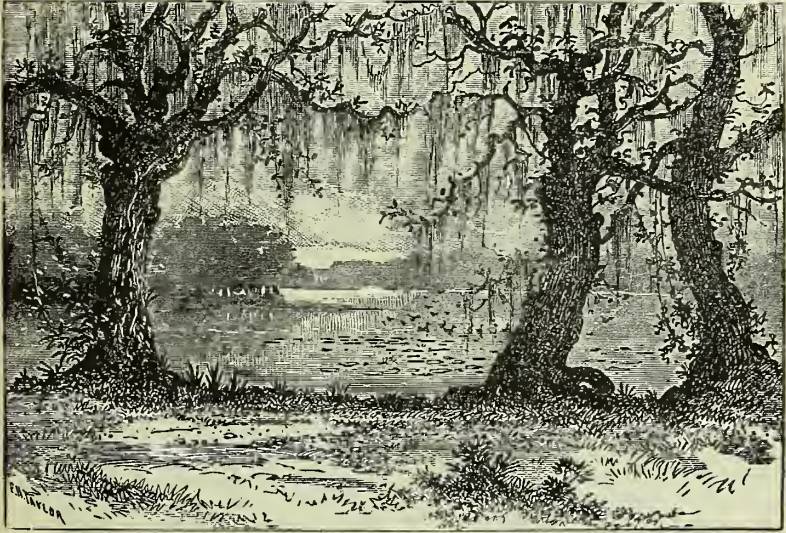
BURRIN, a flag station, is in Bradford county, where there are extensive saw-mills and turpentine stills. The country is rolling and the soil fertile far beyond the extent indicated by its appearance. Some of the finest orange trees on the line can be seen here, and the shipments of vegetables are large.

1½ miles from Lawtey,	people, whose tasteful residences, thrifty orange groves and
67½ " " Fernandina,	well-cultivated vegetable farms are a pleasure to behold.
87½ " " Cedar Key.	Many winter visitors find here all the enjoyments of a Flori-

da sojourn, including excellent shooting. The altitude is one hundred and forty feet, and the neighboring pine forests give an exhilarating tone to the constant breezes from gulf and sea. Considerable quantities of oranges and vegetables are shipped from here.

TEMPLE, also a flag station, in Bradford county, is similar to Burrin. A large vegetable and orange crate manufactory is in operation here, in connection with Temple's mills. The proprietor, Capt. S. J. Temple, is one of Bradford county's most substantial and public-spirited citizens, and has established a tram-road to Kingsley, six miles distant, one of the most attractive and prosperous places in this region. It is ten miles from Middleburg, the head of navigation for steamboats on Black creek, a tributary of the St. John's river, and is situated on the shore of Kingsley Lake, a beautiful sheet of clear

water, almost perfectly circular and about two miles in diameter, whose surface is some ninety feet above tide-water, giving on its outlet to Black creek a magnificent water-power. The lake is surrounded by high, wooded banks, and the vicinity is settled by a colony of enterprising Northern people. Hunting, fishing, boating, etc., are among the amusements enjoyed by many winter visitors, who find pleasant quarters in private families.



ALACHUA SINK.

1	mile from Temple,	town of about eight hundred inhabitants, delightfully situ-
73	" " Fernandina,	ated "among the pines," and surrounded by a rich farming
82	" " Cedar Key.	country. There are a number of pretty lakes in its vicinity.

The soil is a rich, dark loam, unsurpassed for orange and vegetable culture, and its advantages have attracted the attention of a number of capitalists who claim to have found here, after visiting other portions of the State, the most promising facilities for orange growing on a large scale. One "syndicate," from Delaware county, New York, has recently cleared, fenced and planted out a grove of over one hundred acres in area, and other parties have gone into the business to an almost equal extent. Starke has a flourishing school, known as Starke Institute, which is liberally patronized. The *Telegraph*, published by W. W. Moore, is the county paper, although the county-seat is at Lake Butler, some miles in the interior, where there is another paper published—the *Times*. Extensive shipments of oranges and vegetables are made from Starke, and large quantities of the famous "Sea Island" cotton are produced in the vicinity.

4	miles from Starke,	tages and productive vegetable farms, with fields of fine corn,
77	" " Fernandina,	sugar-cane and other crops abounding on every side. Large
78	" " Cedar Key.	quantities of syrup, sugar, oranges, vegetables and other pro-

ducts are annually shipped from this point.

WALDO, in Alachua county, is one of the most prosperous and important places on the Division. It occupies an important position as the junction of the Southern with the Central Division, from whence depart all trains for Ocala, Wildwood, Leesburg, etc.

7 miles from THURSTON,	
8½ " " FERNANDINA,	
71 " " CEDAR KEY.	

Waldo is situated in the centre of the best portion of the great, fertile county of Alachua, and is destined to be a place of important commercial interests. It is one hundred and fifty feet above the sea, and contains about seven hundred inhabitants, among whom it numbers some of the most enterprising citizens of the county and State. East of the town lies a perfect net-work of lakes, large and small, which give to the country round about its significant name of the Central Lake Region of the State. Lying but a few miles distant to the east is Lake Santa Fe, the largest, and between it and Waldo is Lake Alto, considerably smaller. The Santa Fe Canal Company, whose Chief Engineer and local representative, Capt. Ned. E. Farrell, is one of the most prominent of the citizens above referred to, have recently completed their canal from Waldo into and across Lake Alto, and thence across a narrow neck of land into Lake Santa Fe, giving access by means of a small steamer to one of the finest agricultural sections of the State. The shore-line thus reached is some thirty miles in extent, and embraces connection with Melrose, at the eastern extremity of the lake, from whence to Green Cove Springs, on the St. John's river, a line of railway is in course of construction. It is a fact no less remarkable than well authenticated, that the orange groves in the vicinity of Waldo have scarcely suffered at all from the effects of the severe cold spells which have visited the State during the past few years, while large trees situated many miles farther south—in some instances over



SUNRISE ON ORANGE LAKE.

one hundred miles—have been killed. This apparent immunity from frost has been, no doubt truly, attributed to the presence of natural protection, such as bodies of water, forests, etc. At Fort Harlee, three miles northeast of Waldo, stands the celebrated "oldest orange tree in Florida," belonging until recently to the estate of the late D. S. Place, Esq., of Waldo, one of Florida's noblest adopted citizens, who, after giving for years, without hope or thought of reward, of his time and substance to



VIEW IN J. A. HARRIS' GROVE, CITRA.

Florida's interests, finally gave his life itself to her service, dying while on duty as her representative at the Atlanta Exposition. This noble tree measures nine feet in circumference about the trunk, is thirty-seven feet high, and has borne 10,000 oranges in a single year. Its age is unknown, but its existence as the only tree in the State of its age and size, demonstrates the fact that this region is at least the safest for orange culture. Some of the groves about Waldo are as nearly perfect in every respect as one could wish to see. Mr. S. J. Kennard, whose experience is one that ought to be familiar to every settler in Florida, has one of the handsomest and most productive groves of its age in Florida, within three minutes' walk of the Waldo depot. His success is largely due to careful, patient labor and attention, and he is one of the shining examples of what a poor man can do in Florida. He is also largely engaged in the cultivation of peaches, his favorite and most successful varieties be-

ing the Chinese Peen-to and the "Kennard" peach, introduced into Florida by himself, from seed given him by a friend who brought it from Yokohama, Japan, and now also known as the Honey peach. With these varieties he has made a remarkable success, receiving at the rate of \$6 and \$7 per bushel for them in the Eastern markets. Grapes of all varieties are also cultivated hereabouts with success, among them the celebrated Black Hamburg, bunches of which have been produced in the open air weighing three and four pounds. Waldo has, besides saw mills and turpentine works in its vicinity, a flourishing cigar manufactory. Episcopal, Methodist, Presbyterian and Baptist Churches are established and flourishing, as well as excellent schools. The only newspaper is the *Advertiser*, published by Mr. J. B. Johnston.

FAIRBANKS, Alachua county, is a flag station, and a very pleasant and attractive		
8 miles from Waldo,		new settlement, inhabited chiefly by a colony of Western
92 " " Fernandina,		people, whose thrifty and industrious ways have already
63 " " Cedar Key.		made their mark upon the country round about.

GAINESVILLE, Alachua county, is the county-seat, and the only city on the line		
6 miles from Fairbanks,		between Fernandina and Cedar Key. Its growth during the
98 " " Fernandina,		past few years has been phenomenual, and it has become a
57 " " Cedar Key.		distributing point for the trade of a large and rich section of

country. The city has a population of about 4,000 and is situated on the edge of a vast tract of the richest hammock lands, at an elevation of one hundred and twenty-eight feet above the sea. It has long been noted as a place of unusual sanitary attractions, and is already a popular and pleasant place of resort for winter visitors. The streets are wide and shady, and the business portion of the place contains a number of substantial and well-arranged buildings. A number of the best business houses, together with the two principal hotels, were recently destroyed by fire, but rebuilding has commenced, and, as in most similar cases, the buildings destroyed will be speedily replaced by better and larger ones. A handsome new court-house is among the projected improvements, and a new depot building will soon be erected by the Florida Railway and Navigation Company, to accommodate its rapidly increasing business.

The East Florida Seminary, a State Institution, endowed, like the West Florida Seminary, (Literary Department of Florida University), at Tallahassee, with an extensive grant of public land, is one of the most complete educational institutions in the State. It has a military department under the instruction of an officer of the U. S. Army, and is in a most prosperous and promising condition.

Alachua county, in the vicinity of Gainesville, abounds with natural curiosities and places of interest to the sight-seer. "Paine's Prairie," two miles from the city, once indeed a veritable prairie, four miles wide and nine or ten miles in length, is now a lake on whose waters plies a miniature steamer bringing oranges and other products from the countless groves and farms which surround its fertile shores. The name Alachua, (Big Jug), is said to be derived from a great natural "sink" which once formed the outlet to the "Prairie," but which became clogged up some years since, creating the present lake. The "Devil's Mill Hopper" is another natural curiosity, situated four or five miles northwest of the city. It consists of a "sink," or deep hole in the ground, almost circular and always partially filled with water; and though many small streams pour constant supplies of water into its depths, the water within it never rises beyond a certain point. Innumerable small lakes abound in all directions, affording unlimited fishing and shooting of water-fowl, while the fields and woods are plentifully stocked with partridges, deer and other game.

Gainesville is a railroad centre of no insignificant proportions. Besides the Florida Railway and Navigation Company's road, to which its growth and prosperity so far have been chiefly due, it is the western terminus of the Florida Southern Rail-

way, a narrow-gauge road which connects Gainesville with Palatka, with a branch southward to Ocala and Leesburg. It is also the southern terminus of the Savannah, Florida and Western Railway Company's Florida system, extending from Live Oak.

Alachua county, in common with Marion, Bradford, Baker, Columbia, Suwannee, Hamilton and Madison counties, is noted for its production of the long-staple cotton, and at Gainesville is located the extensive cotton-ginning establishment of H. F. Dutton & Co., whose chief business is the proper preparation of the staple for the manufacture of thread by the Willimantic Thread Company. The culture of early vegetables for shipment to Northern markets had its first distinct impetus in this county, and the rich lands lying along the railroad between Starke and Bronson, in Levy county, still produce the bulk of those products shipped from this portion of the State.

The United States Land Office is located at Gainesville. The *Alachua Advocate* is the principal newspaper. The *Farmer's Journal*, recently established, is conducted by M. M. Lewey, a talented colored man, and member of the State Legislature. The first named recently began the issue of a daily edition. The *Plaineader* is also published here.

HOTELS: American House.

ARREDONDO is a telegraph station, in Alachua county, and is chiefly noted for the large quantities of vegetables produced in its vicinity for shipment to Northern markets. This industry has been steadily increasing in volume and profit for several years, and the inexhaustible fertility of the soil is annually demonstrated. The station takes its name from the famous Arredondo grant, in the midst of which vast tract of several thousand acres the city of Gainesville and several adjacent villages are situated. Over one hundred thousand crates of vegetables have been shipped from this rich region in a single season. Strawberries, the earliest grown in the State, are shipped from here and from the vicinity of Gainesville in immense quantities, the earliest bringing in the New York market from \$2 to \$3 per quart.

PALMER, (formerly Battonville), is another great shipping point for early vegetables and oranges. In the vicinity are also a number of saw-mills and turpentine works. The lands are rich and productive, and the neighborhood is filling up with thrifty truck-farmers and fruit-growers.

ARCHER, also in Alachua county, is a flourishing little place, depending largely upon the culture of vegetables and fruits for its prosperity. Large quantities of corn, cotton, sugar-cane and other crops are also raised in the vicinity. An extensive nursery of fruit trees is located at Archer. The soil is fertile and some wonderful crops have been raised from it. One grower last year realized as the net profit from half an acre of cucumbers the handsome sum of \$290, and similar instances are not uncommon.

BRONSON, in Levy county, is a telegraph station, is the county-seat, and contains a population of about four hundred. A number of large saw-mills in the vicinity are kept in constant operation by the demand for building material from the rapidly increasing numbers of new settlers. The place, being just on the edge of the great Gulf Hammock, is a popular resort for sportsmen. Not far from Bronson exists a valuable and extensive deposit of iron ore, the only one of the kind known in the State, from which small quantities of iron have from time to time been produced. A large furnace was in process of erection to utilize this product near the close of the civil war, and but for the collapse of the Confederacy it is probable that a portion of the Southern army would have been supplied with implements and ammunition from

this source. The practical development of this rich deposit is only a question of time. The *Levy County Times* is the county paper.

OTTER CREEK, a flag station in Levy county, is situated in the midst of the Gulf Hammock, and its surroundings are interesting and unique. A jolly old sailor, Captain Mason, entertains royal- ly the numerous hunting parties which stop here to enjoy the shooting, which is of the rarest, the hammock being overrun with game of all kinds. A few miles distant is the well-known Gulf Hammock House of Captain Wingate, which is crowded with guests during the season from all parts of the country and Europe, who make it their headquarters for the winter's campaign against the myriads of game of all kinds.

ROSEWOOD is a flag station, in Levy county, and is a favorite resort for hunters and fishermen. Vegetable farms flourish here, the soil being very rich. The lumber business is also becoming heavy and profitable.

CEDAR KEY. This place is the terminus of the Central Division, and is situated upon one of a series of small islands or "keys" lying close to the main land and surrounded by the deep waters of the Gulf of Mexico, forming a capacious and excellent harbor. The neighboring islands, Atsena Otie, Depot Key, etc., are inhabited, and the last named principally occupied by the extensive "cedar-mills" of A. W. Faber & Co., where immense quantities of cedar wood of the finest quality, brought from various localities up and down the coast, are cut into suitable shape for the manufacture of the celebrated "Faber" pencils, and shipped thence to the manufactories. The sponge trade is also a prominent feature of the commerce of the place, the vessels of the sponging-fleets which operate along the Gulf coast in either direction making the harbor and city a depot of supplies as well as a market for their product. Large quantities of fish, oysters and turtle are also shipped hence all over the State, and latterly, by preservation in ice, to the cities of Georgia and other interior states.

Cedar Key has been for many years the chief distributing point for the trade of the lower Gulf ports, being the only Gulf-coast point on the peninsula reached by rail. The completion of rail communication with Tampa will cut off a portion of its trade perhaps, but it will always be a prominent trading point, and the development of the many valuable industries in its vicinity, and the rapid settlement of the adjacent country, will enable it to hold its own, if not to grow rapidly. Its fine harbor, giving easy access to the largest vessels, will also command for it an extensive trade from the Western States by way of New Orleans. Lines of steamships ply regularly between Cedar Key and New Orleans, Key West, Tampa, Manatee and Havana, connecting with Atlantic ports and Northern cities by means of trains of the Florida Railway and Navigation Company's roads. Steamboat lines also connect Cedar Key with the rich country lying along the Suwannee river, whose mouth is only a few miles up the Gulf coast.

HOTELS: The Suwannee is a large, new hotel, kept in the best style.



JACKSONVILLE BRANCH.

This new line, formerly known as the Fernandina and Jacksonville Railroad, was constructed in 1882 to meet the pressing demand for a direct connection between Fernandina and the St. John's river region. The line runs over the track of the Central Division from Fernandina to Hart's Road Junction, eleven miles distant, thence diverging in a direction almost due south. From Hart's Road Junction to Jacksonville the distance is twenty-two miles, and the only stations intervening are flag stations, of little or no commercial importance.

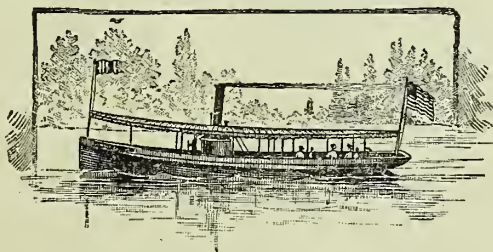
TYSONIA, the most important, is the seat of an extensive turpentine business, conducted by Mr. H. C. Tyson, who has a fertile little farm and a charming home.

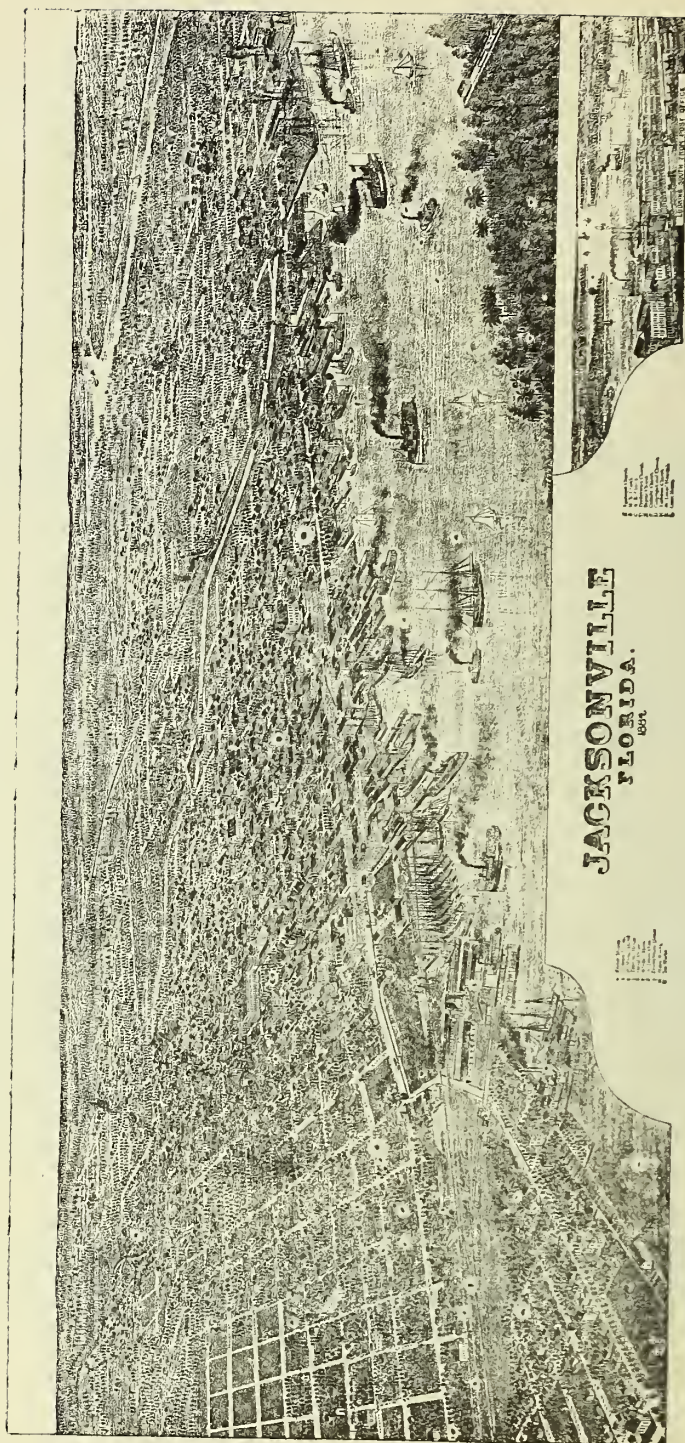
DUVAL, the next station southward, is near the edge of a vast savanna, among the pine woods, and has also a considerable turpentine business.

PANAMA, and CEMETERY, the first near Panama Park, a pleasant suburb of Jacksonville, and the latter at Evergreen Cemetery, are in the midst of a dense hammock, lying between Jacksonville and Trout creek, in the "clearings" of which may be seen many handsome suburban residences and fruitful vegetable farms and market gardens.

JACKSONVILLE, thirty-three miles from Fernandina, is the terminus of the Branch, whose trains run directly into the City a few blocks east of its business centre, delivering its passengers at Bay street, whence the lines of street cars, omnibuses and other vehicles transport them in a few minutes to any portion of the city.

It is not to be expected that a description of the City of Jacksonville, the largest place in the State except Key West, should be given here. To do so would be a work of supererogation, for to assume that any reader of this pamphlet does not know all that we could tell of Florida's vigorous, prosperous young metropolis, would be to reflect upon his or her intelligence. Jacksonville is known the world over, almost, as the great centre of attraction and the chief objective point of all winter travel to Florida; and as "all roads lead to Rome," so all lines of transportation into Florida lead to Jacksonville, radiating thence throughout the length and breadth of the State.





JACKSONVILLE
FLORIDA.
1891

SOUTHERN DIVISION.



VIEW IN HARRIS' GROVE, ORANGE LAKE.

WALDO, on the Central Division, is the point where the track of the Southern Division diverges, in a direction nearly southeast, and has

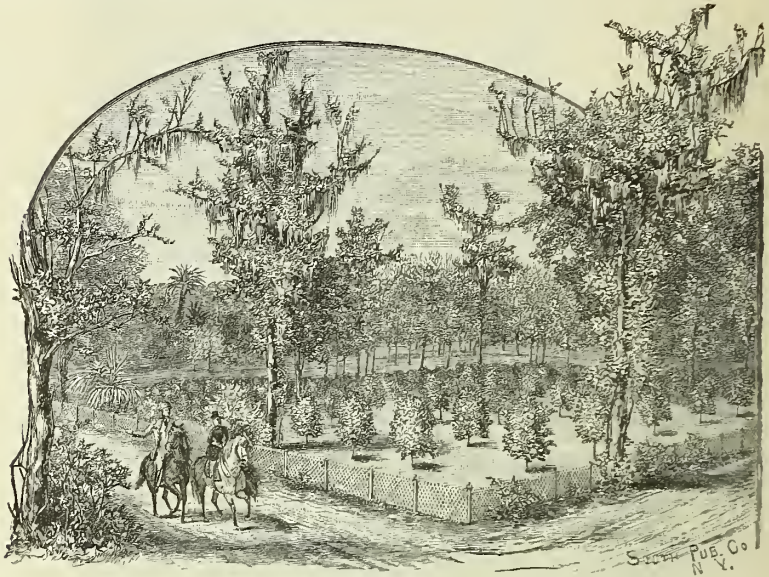
84 m. fr. Fernandina,
105 " " Withlacoochee R.

DIXIE, the next station, is a flag station in Alachua county, commonly known as Campville, where there is an extensive manufactory of the finest building-brick in the world, the clay found here being especially adapted to the purpose, and the works being complete in every particular.

9 m. fr. Waldo,
93 " " Fernandina,
96 " " Withlacoochee R.

Four miles west of Campville, on the margin of Lake New-

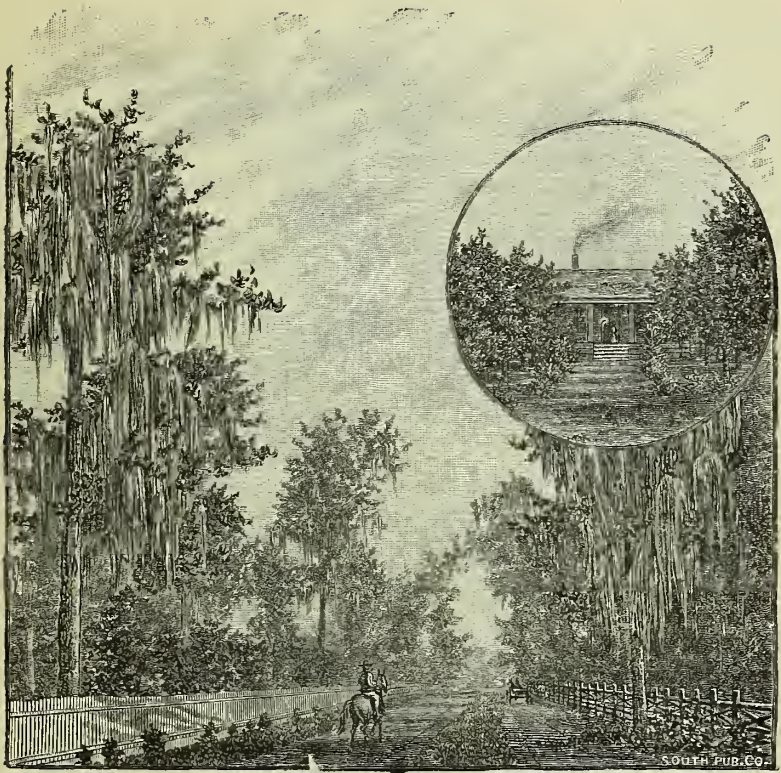
nan, is the much-talked-of new town of Windsor, for a description of which we refer to the advertisements of Messrs. Griffin & Clarkson, of Jacksonville. Windsor is a "temperance town," the title deeds to all lots forbidding the manufacture or sale of spirituous liquors, on pain of forfeiture.



DUNN'S PARK, OCALA.

HAWTHORNE, also in Alachua county, is a thriving and prosperous village, situated in the centre of a rich section, the soil of which has 6 m. fr. Dixie, a fine clay sub-soil, in places mixed with shell and marl. and 99 " " Fernandina, especially adapted to the culture of the peach and the 90 " " Withlacoochee R. orange. Hawthorne has about 500 inhabitants, having, it is stated, doubled its population within the past eighteen months. The Florida Southern, (narrow-gauge), Railroad, extending from Gainesville to Palatka, here crosses the track of the Florida Railway and Navigation Company, adding considerably to the importance of the place as a railroad centre. The altitude here is about 150 feet above the sea, and the adjacent pine forests make the place one of the most healthful in the State. Handsome churches and excellent schools, numerous stores full of heavy stocks of goods, and scores of attractive-looking and substantial residences, make Hawthorne one of the most prosperous-looking places on this Division. A number of pretty lakes in the vicinity add a charm to the landscape, and the shores of Lochloosa are but a few miles distant. The roads in the vicinity are excellent, and good teams can be procured. Game abounds, and the lakes are full of fine fish.

Three and a half miles east of the town is the Magnesia Spring, already a favorite place of resort for both residents and visitors. It is forty-five feet wide and seventy feet long, oval in shape, and of an average depth of about thirteen feet. The water is perfectly clear and of a bluish cast, and is discharged at the rate of about 1,500 gallons per minute. The temperature is 72 degrees Fahrenheit, and ample facilities are provided for bathing, for both sexes.



ORANGE AVENUE, OCALA.

An extensive deposit of natural phosphates exists in the vicinity of the Spring, as well as a ledge of sandstone of excellent quality for building purposes.

The orange groves about Hawthorne are particularly thriving in appearance, and the business of growing early vegetables for shipment is rapidly attaining large proportions. In one of the numerous groves may be seen three trees about twenty-five years old, which annually yield to their owner (Mr. Adkins) thirty thousand oranges, paying a net profit for each tree of nearly \$200.

LOCHLOOSA, which takes its name from the beautiful lake on whose banks it is situated, is an important station, being connected by steamers with the almost numberless landings and orange groves on Lochloosa and Orange lakes, the former being four miles long and six wide, while the latter is fifteen miles in length and from two to three miles wide, the two being connected by a deep and navigable channel. Large quantities of oranges and vegetables are brought to Lochloosa station for shipment from the landings and groves on these lakes. The shores of Lochloosa, lined with dense groves of stately palms and magnificent magnolias, interspersed with orange groves, settlements and vegetable farms, present a rare picture of semi-tropical scenery whose equal it would be hard to find, even in Florida; while its waters and islands are the abode of innumerable water-fowl, and the adjacent forests abound with all

7 mi. fr. Hawthorne,
106 " " Fernandina,
83 " " Withlacoochee R.

manner of game. Large quantities of fish of various kinds are taken from the lake for shipment to Northern and interior markets.

From Loehloosa the railroad passes along the lake shore and onward towards the eastern arm of Orange Lake, which it crosses on a long trestle resting upon piles, and reaches on the south shore the celebrated groves of Messrs. Harris and Bishop, in Marion county, passing directly between them for nearly a mile. Along this dividing line between the two groves about twelve hundred of the finest trees had to be removed to make room for the construction of the track. These are the largest natural groves in Florida. They are situated in the midst of a vast rich hammoek, the trees being of natural, spontaneous growth, in the places where they now stand, budded to the best sweet varieties. The Harris grove contains nearly two hundred



RESIDENCES AT BELLEVIEW.—(SEE PAGES XXV AND XXVI.)

acres of bearing trees, standing rather thicker than those ordinarily set out, and yielding last year a crop worth \$60,000, while the crop of the present year is expected to produce not less than \$75,000 or \$80,000. The Bishop grove, belonging to Hon. P. P. Bishop, of San Mateo, on the St. John's river, contains one hundred and sixty acres of trees, mostly in bearing.

Here, then, is the native home of the orange tree, where it grows wild like any other forest tree, the shoots from the roots springing up in every direction, and even interfering with the cultivation of the adjacent fields and gardens, and becoming a veritable pest, as troublesome as hazel-bushes in a Northern corn-field. The removal of these wild shoots to nurseries and there budding them with sweet varieties has developed into a profitable industry, one grower having thus realized the handsome sum of \$20,000 in a single season. And here is the beginning, the upper edge, as it were, of what is justly known as "the orange belt," through which for a hundred miles or more the trains of the Florida Railway and Navigation Company pursue their busy way, giving access and egress to and from one of the most interesting regions of travel on the American continent.



BIRDS-EYE VIEW OF TOWN OF BELLEVIEW.—(SEE PAGES XXV AND XXVI.)

CITRA, in Marion County, formerly Orange Lake, is situated just beyond the Bishop and Harris groves, about a mile from the lake shore, and is surrounded by the same dense hammock growth. In its vicinity is the splendid home of Florida's Orange King, Mr. J. A. Harris, the owner of the grove described above. He is a young man of fine physique and pleasing address, and one of the leading citizens of the county, whose thorough business methods, modest deportment and sterling worth have won sincere respect from all who know him.

The handsome and extensive groves of Messrs. John F. Dunn, of Ocala, Church, Brown & Allen, J. O. Matthews, Lindsay & Co., and a dozen or more others, adjoining the two larger groves, make up a vast tract of over 2,000 acres of solid grove adjacent to Citra station.

SPARR, a flag station in Marion county, is an important shipping-point for oranges, vegetables, etc., and the excellent lands in the vicinity are being rapidly settled up. The situation is elevated and healthy, and the people, especially new-comers, contented and prosperous.

ANTHONY PLACE, in the same county, is similar to Sparr, situated on a high, healthy pine plateau which has been inhabited and cultivated since the days of the earliest settlement of the county. The country in its vicinity is rapidly filling up with an excellent class of immigrants.

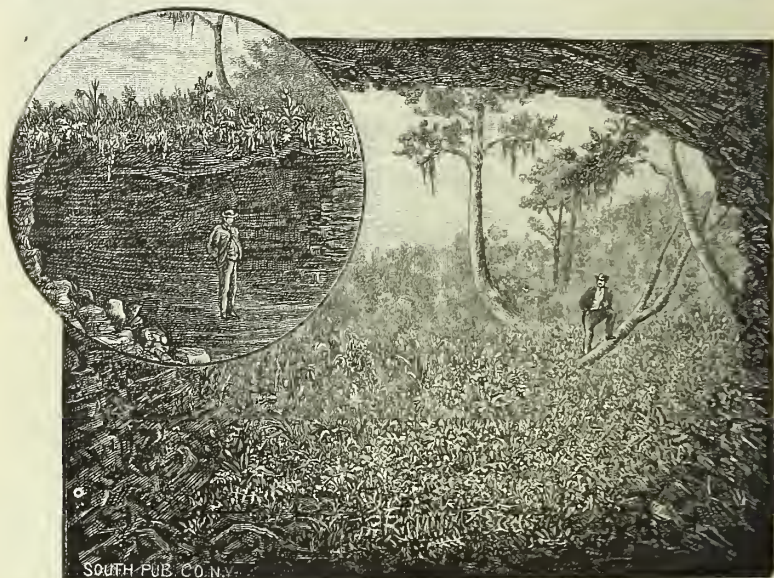
6 m. fr. Lochloosa,
112 " " Fernandina,
77 " " Withlacoochee R.

5 m. fr. Citra,
117 " " Fernandina,
72 " " Withlacoochee R.

4 m. fr. Sparr,
121 " " Fernandina,
68 " " Withlacoochee R.

SILVER SPRING JUNCTION. Here the Silver Spring Branch, two miles long,

9 m. fr. Anthony Place, enables all trains to be run to the very edge of the great
 130 " " Fernandina, Silver Spring, which is so well known to all who have ever
 59 " " Withlacoochee R. heard of Florida, that but a few words of description are
 needed here. This vast circular basin, six hundred feet in diameter and nearly fifty feet
 in depth, is the source of a river navigable for small steamboats, known as Silver
 Spring Run, and which empties into the Ocklawaha river, about nine miles distant.
 Notwithstanding its great depth, the water is so clear that the smallest object can be
 seen on the bottom. Before the completion of the present line of railway the only
 means of transportation to Silver Spring was by the long and tedious voyage up the
 Ocklawaha river. Now the tourist can visit this remarkable and interesting place



NATURAL CAVE AT BELLEVIEW.—(SEE PAGES XXV AND XXVI.)

without incurring the discomforts and loss of time requisite for the voyage; or, if he desires, can reach the Spring by rail, and after his tour through the peninsula is over, return to the Spring and take the steamer down the Ocklawaha.

HOTELS: Westervelt House, where excellent accommodations can be had, as well as boats for use in viewing and enjoying the wonders of the Spring.

BOARDING-HOUSES: M. E. Ross.

OCALA. This vigorous and prosperous little city has a population of about

4 m. fr. Silver Spring Je., 2,500, is the county-seat of Marion county, is situated in the
 134 " " Fernandina, centre of one of the richest regions of the State, and is
 55 " " Withlacoochee R. manifestly destined to be the chief city and distributing
 point of the great orange belt. The intense energy and public spirit of its people have
 been severely tested by a recent conflagration which consumed in a single day over
 \$350,000 worth of its best business property, comprising four entire blocks of over
 fifty buildings. This awful calamity, which occurred in November, 1883, instead of
 operating as a discouragement, only seemed to incite the inhabitants to new vigor,
 and to develop more rapidly than ever the wonderful spirit of enterprise and progress

which had already begun to show its fruits in the rapid and substantial growth of the place. Already most of the locations occupied by the destroyed buildings are the sites of far finer, larger and more substantial structures, the erection of which in so short a time has not only seemed a marvel second only to enchantment, but has had the effect of encouraging the erection of additional buildings outside of the burnt district.

The old Ocala House, itself one of the best and largest hotels south of Jacksonville and west of the St. John's river, has been replaced by a magnificent brick structure with a front of two hundred and thirty-eight feet on the public square, and extending back a depth of one hundred and sixty-seven feet, and capable of accom-



CORN AND COTTON FIELDS AT BELLEVIEW.—(SEE PAGES XXV AND XXVI.)

modating over four hundred guests. The new Ocala House has been leased by the proprietor of the former house, Col. L. M. Thayer, and all who know him agree that the prospect for a brilliant season for the new hotel is assured.

Large brick stores of modern style and ample capacity have arisen from the ashes of their predecessors on every side, and these, with the handsome and commodious new brick court-house, which stands in the centre of the public square, give Ocala more the appearance of a real city than that of any interior place in the State. A telephone exchange, excellent and well-stocked livery stables, a sprightly and well conducted weekly paper (the *Banner*), and handsome Macadamized streets, add largely to the metropolitan aspect of the place.

Not far from the city lies a large deposit of excellent building-stone, which when first quarried is soft and easily dressed, and rapidly hardens on exposure to the weather.

Ocala is surrounded on every side by thrifty and profitable orange groves, one of the largest being the famous grove of Mr. Adam Eichelberger, the pioneer of orange culture in the county, who ships annually from 4,000 to 5,000 boxes of the finest fruit, and who will, as soon as his younger trees begin to bear, have a grove of fully 4,000

trees in bearing. Mr. C. M. Brown, the owner of the Ocala House, has several fine groves, and one of Ocala's chief attractions consists of its long avenues (known as Orange and Lemon avenues), lined on either side with groves of bearing trees. Four miles from the city is the oldest grove in the county, known as Hiawatha Grove, and belonging to Dr. J. E. Stubbert, many of the trees of which are thirty-five feet in height and nearly forty years old.

Col. John F. Dunn, one of Ocala's chief citizens, also owns a number of excellent and valuable groves. He is the founder of the Bank of Ocala, and the owner of Dunn's Park, a charming spot, almost in the centre of the city, consisting of a splendid orange grove embowered among giant live oaks draped with long, graceful sprays and festoons of Spanish moss.

The astonishing increase in the population and commercial importance of Ocala and the rich section of country surrounding it has been largely due to the efforts of such men as Col. Dunn, Mr. Brown and Mr. J. R. Coachman, the last-named being a



LAKE WEIR.

civil engineer of high repute, and the agent of the great Disston land companies for Marion and other adjacent counties. Real estate transactions have extended and multiplied so rapidly within the past few months as to require the establishment of an abstract office on the plan adopted in northern states, which is under the charge of the Bacon & Adams Abstract Company, and is proving a great convenience to purchasers.

HOTELS: Ocala House, Magnolia House.

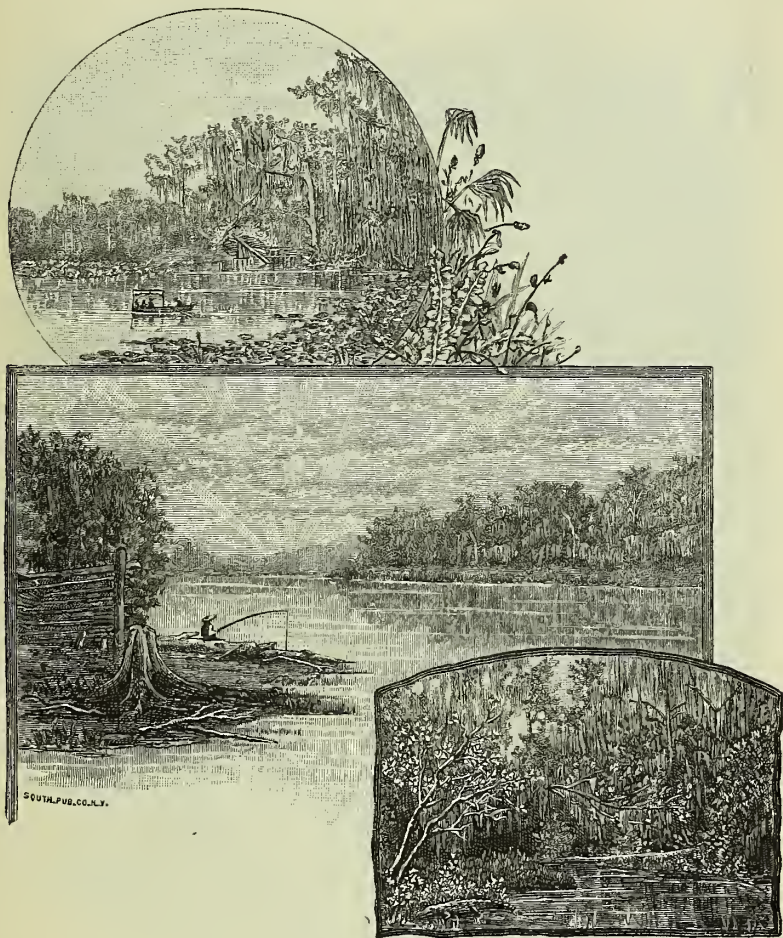
TUSCAWILLA, five miles from Ocala, and **BELLEVIEW**, twelve miles from Ocala, are new settlements rapidly being built up by new comers from other states.

LAKE WEIR STATION, otherwise known (from the name of its post-office) as

16 m. fr. Ocala,	Whitesville, is the place of debarkation for all travel bound
150 " " Fernandina,	for the vicinity of Lake Weir, which lies about two miles
39 " " Withlacoochee R.	distant, and is one of the most charming sheets of water in

the State, surrounded by beautiful residences embowered in orange groves. The soil

hereabouts is unusually productive, and has been known to yield, besides the finest of oranges and vegetables, a crop of 1,000 melons to the acre. The lake is about seven miles long and four miles in width, with sloping and sometimes precipitous banks from ten to eighty feet in height. Its Indian name is said to have been "The Lake of the Full Moon," and its picturesque environment has attracted a population



VIEWS NEAR PANASOFKEE LAKE.

of wealthy winter residents and industrious settlers, whose energetic labors are rapidly converting it into a perfect paradise.

OXFORD, Sumter county, is a flag station and shipping point for quantities of melons and early vegetables produced in the vicinity. It is a growing place, and offers many inducements to the immigrant, chief among which are its healthy situation and good soil.

6½ m. fr. Lake Weir,
156½ " " Fernandina,
32½ " " With'coochee R.

WILDWOOD, in Sumter county, is the most thoroughly wide-awake and enterprising of the many new towns recently evolved like magic from the wilderness by the extension of the Florida Railway and Navigation Company's lines. It is happily situated in the midst of the pine woods, just on the edge of the Withlacoochee hammock,

3½ m. fr. Oxford,
160 " " Fernandina,
29 " " With'coochee R.



LIVE OAKS, PANASOFKEE RUN.

which extends on either side of the Withlacoochee river (sometimes called the Withlacoochee of the South, to distinguish it from the river of the same name which rises in Georgia and forms the boundary between Madison and Hamilton counties, emptying into the Suwannee at Ellaville), from the lower edge of Sumter county to the lower edge of Levy county, and which contains some of the most gigantic trees east of the Rocky Mountains. One famous live oak is said to measure thirty-seven feet in circumference around the trunk, and several cypress trees have been found from four to seven feet in diameter.

Wildwood is well named, for until the construction of the railroad the place where it stands was a wilderness indeed, sparsely populated by a simple and worthy people, who viewed the onward progress of the iron highway with amazement. They are rapidly becoming accustomed, however, to the advance of civilization into their heretofore quiet domain, and take kindly to modern practices, as will be seen by the following communication recently received by one of the officials of the Company.

"SIR:—Myself and many of my friends would be pleased occasionally to take a ride on the R. R. Please tell me of the best way of obtaining such privilege."

It is rumored that a reply was forwarded suggesting to this "anxious enquirer"

that one way to accomplish his desire was to get on intimate terms with the conductors, and another, less objectionable to the Company, was to interview the ticket-agent and purchase a ticket before getting on the cars.

At Wildwood the Leesburg Branch deflects from the main line in a southeasterly direction, passing through a rich country, partially hammock, and opening up to settlement one of the most desirable sections of the peninsula. The *Orange-Leaf* is published at Wildwood, weekly.

HOTELS: Withlacoochee House.

8 m. fr. Wildwood,	name, in Sumter county, is another of the vigorous young
168 " " Fernandina,	towns which have sprung up as if from the effects of witch-
21 " " Withlacoochee R.	craft, along the line of railroad as it has progressed south-

ward. Its situation is unusually favorable, in the midst of heavily timbered, rich lands. A number of stores are in operation and doing an excellent business, and



TRACY'S LANDING, PANASOFKEE LAKE.

lands which a few months ago could hardly be sold for any price are being rapidly disposed of at high figures.

There are a number of fine orange groves in the vicinity, whose condition and history demonstrate the peculiar adaptability of soil and climate for this fruit. In one grove, that of Mr. Geo. Marsh, may be seen a tree thirty-eight years old, the stem of which is three feet in circumference, and from which were shipped in 1883 twen-

ty-two boxes of superior fruit. Another tree, in the Townes grove, yielded twenty-seven boxes, and five trees in Mr. Geo. White's grove yielded in a single season twelve thousand oranges. A large number of young groves, nearly old enough to bear, demonstrate the capacity of the soil for producing quick growth, and the fact that none of the trees in the vicinity suffered any damage from recent severe frosts gives additional evidence of the special advantages this region possesses for orange culture.

The commercial importance of Panasofkee may be better appreciated when it is stated that steamboats plying on the Withlacoochee river can pass through the natural channel or "run" into and thence around the lake, thus connecting the railroad with the entire navigable portion of the river, and opening up for settlement and trade a territory almost unequalled in resources by any portion of the State. The Panasofkee *Democrat*, weekly, has recently been established.

SUMTERVILLE, two miles southeast of Panasofkee, is the seat of government of Sumter county, and has always been a place of considerable importance. The Sumterville *Times* is the only newspaper, and the Sumterville Hotel, by J. G. R. Hamilton, is the principal hotel.

ORIOLE, one of the many wonderful and vigorous new settlements which are springing into life all along the line of the road, is only about four or five miles west of the line, in Hernando county; and FLORAL CITY, another, is in the same county, on Lake Charla-Apopka, whose waters are connected with the Withlacoochee, giving access to steamers from the railroad at Panasofkee.

From Panasofkee to the present terminus of the road, at the place where it crosses the Withlacoochee river, the distance is twenty-one miles. The country beyond is like that last above described, and when opened up to travel and settlement by the railroad in its progress towards Tampa, its next objective point, will offer some of the most extraordinary inducements to settlers to be found anywhere in the State. Already the lands along the projected line of the road are being eagerly sought after, and prospectors are busy finding and making locations. Messrs. Bushnell & Campbell, real estate agents, Panasofkee, are doing good work in this direction.

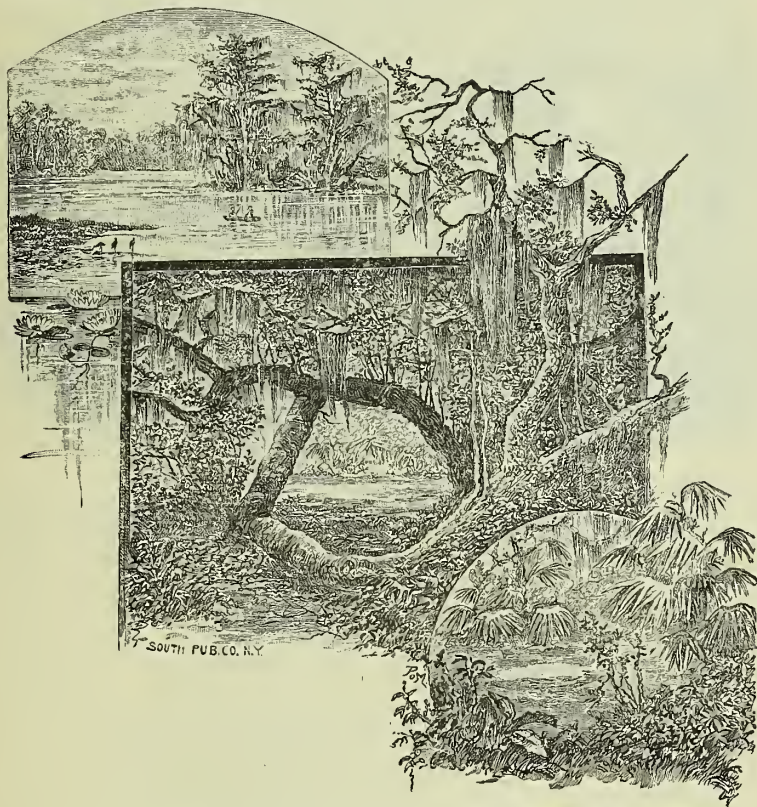
From Wildwood, Panasofkee and the terminus of the road the comfortable coaches of the South Florida Stage Company convey passengers in all directions.



FLORIDA'S GROVES AND GARDENS.

LEESBURG BRANCH.

WILDWOOD, on the Southern Division, is the junction of the main line with the
 160 miles from Fernandina, Leesburg Branch, and has been already mentioned, and de-
 22 " " Tavares. scribed in that portion of this pamphlet devoted to the South-
 ern Division.

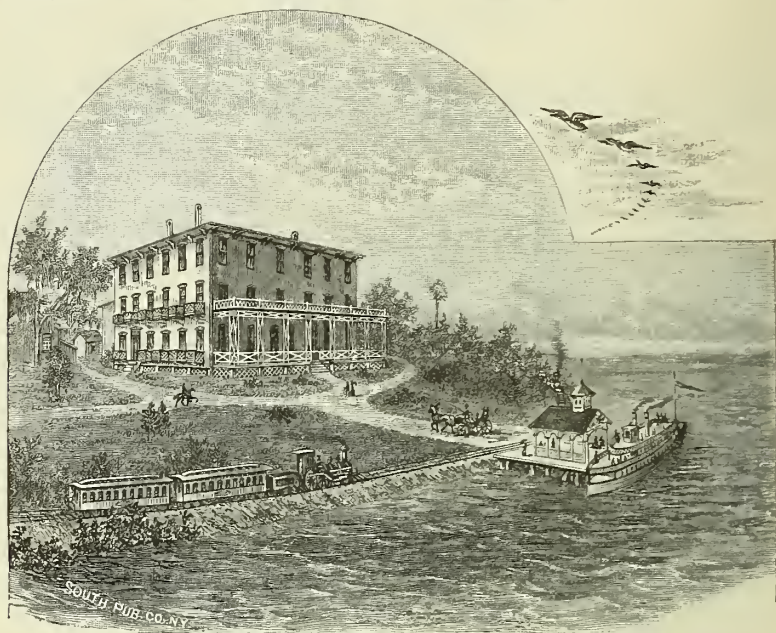


JUNCTION OF PANASOFKEE RUN WITH WITHLACOOCHEE RIVER.—SULPHUR SPRING.

BAMBOO, the first station out from Wildwood, is a flag station, from whence	
5 miles from Wildwood,	considerable shipments of vegetables are already made,
165 " " Fernandina,	produced on the excellent soil in the vicinity. Some of the
17 " " Tavares.	finest vegetables shipped over the Line were produced in the
vicinity of Bamboo last season.	

MONTCLAIR is a station of considerable importance, from whence large quantities of produce are shipped. A large mercantile business is conducted by Dunning, Hollinshead & Co., at their mammoth store which stands alongside the railroad track.

Two miles north of Montclair, close to the western end of Lake Griffin, is Fruitland Park, a lovely place situated on a high "black-jack ridge," amid a score of charming lakes of different sizes, all having high, grassy banks, sloping gently to the



HOTEL AND STATION AT TAVARES.

water's edge, and containing pure, clear water which reflects every detail of the foliage of the giant pines and other trees by which they are surrounded. Thrifty settlements, orange groves and vegetable farms are seen in every direction, mostly occupied by a colony of sturdy, well-educated and enterprising young English gentlemen. Prominent among the many beautiful places is "Windermere," the charming home of Major O. P. Rooks, who came here four years ago from Philadelphia and settled on the shore of one of the largest and prettiest of the numerous lakes. Here he has, by wonderful industry and perseverance, and without any previously acquired skill or experience, on a soil which to a Western farmer would appear too poor to pay for cultivation, without the use of any commercial fertilizers, surrounded his cozy home with a perfect wealth of fruits of all kinds, demonstrating not only the fitness of the soil, but the capabilities of the man (which, after all, has most to do with success in any occupation), to produce fruits in large variety and of the first quality. Over one hundred distinct varieties of fruits are successfully cultivated on this place, including many which are generally supposed to be unsuited to the Florida climate, such as apples, pears, etc.

Large quantities of early vegetables are shipped annually from Montclair, the product of the Fruitland Park farms, as well as from Fruitland Park station, on the Florida Southern Railroad.

LEESBURG is one of the oldest places in this part of the county, and has quite the appearance of a city. It was for some years the county-seat, and is the most important commercial place in the county, doing a large mercantile business with the region lying about lakes Harris and Griffin. It is situated on a narrow peninsula separating the two lakes named, whose shores are lined for long distances with what were once wild groves of orange trees, but are now fine, profitable budded groves.

Less than a mile away, with a substantial tramway leading thence from the main street of the town, is the landing on Lake Harris, where miniature steamers which ply its waters arrive and depart to and from the numerous landings and orange groves along its coast, into lakes Griffin, Dora and Eustis, and up and down the Ocklawaha river, connecting at Fort Mason, on Lake Eustis, with trains on the St. John's and Lake Eustis Railroad for Astor on the St. John's river. This road is now being rapidly extended to Leesburg, with the expectation of reaching that place during the coming autumn or winter.

At Leesburg the track of the narrow-gauge road (Florida Southern) has its present termination, being projected thence southward into Orange county. The extension of the railroads to and through Leesburg has created a revolution in the real estate business in the vicinity, and land-seekers can hardly fail to find ample opportunity for selections at reasonable prices. Messrs. McCracken, Bacon & Co. and J. Nat Moore are the principal land agents.

BOARDING-HOUSES: D. D. Roach.

TAVARES, the present terminus of the Leesburg Branch, in Orange county, is a most prosperous and flourishing place, whose destinies are in the hands of active, progressive and public-spirited men. Situated in the centre of a region of navigable lakes, whose borders in the near future will be lined with groves and settlements and farms, and enjoying unusual facilities of railway connection in all directions, it is apparently destined to become a great distributing point and a place of extensive commercial importance.

Tavares is the initial point of the Tavares, Orlando and Atlantic Railroad, which is projected through the heart of Orange county and eastward to the Atlantic coast, and is almost completed to Orlando, the county-seat and chief city of that county situated on the South Florida Railroad, and which will give to the immense travel which annually finds its way into Orange county, a direct, all-rail route, over the Florida Railway and Navigation Company's lines and this new road.



WESTERN DIVISION.

CHATTAHOOCHEE RIVER. This is the western terminus of the Western Division, (formerly Florida Central and Western Railroad), 209 miles from Jacksonville, and is a landing on the Chattahoochee river, or, more properly, the Apalachicola river, which is formed by the junction of the Chattahoochee and Flint rivers about a mile above the landing. Just below the landing the iron bridge

of the Pensacola and Atlantic Railroad crosses the river, and its tracks extend thence to the Union Depot at River Junction, a distance of about one mile. Here all transfers are made to and from the Western Division, the Pensacola and Atlantic and the Savannah, Florida and Western railroads, the latter having in operation a branch road from here to a junction with its line between Bainbridge, on the Flint river, and Savannah. Of course, all through



passenger and freight trains between Jacksonville and Pensacola and New Orleans merely stop at River Junction, without transfer.

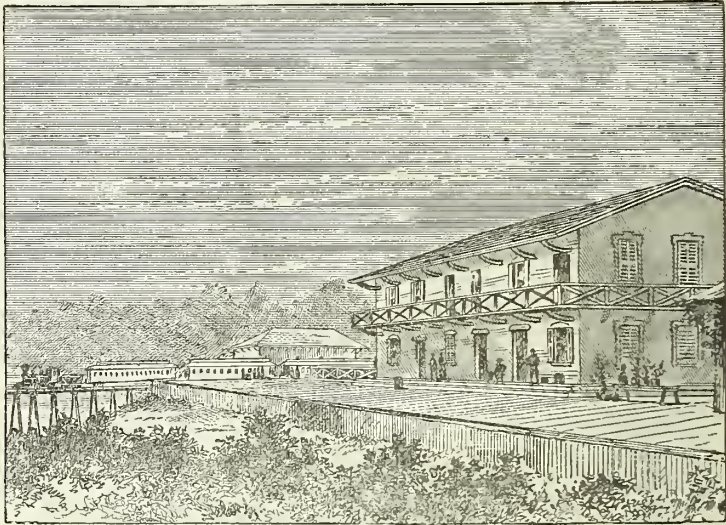
At the landing are extensive wharves, depot-buildings and an inclined tramway, operated by steam, to facilitate the transfer of freights, etc., and a small hotel for the accommodation of passengers bound up or down the river. Here the trains of the Western Division connect with the several lines of steamers plying between Apalachicola, situated on the Gulf at the mouth of the river, and Columbus, Georgia, the head of navigation. These steamers, though small, are very comfortably—and some of them elegantly—finished and furnished, and are numerous enough to give, in the winter season, a tri-weekly connection in either direction.

The country in the immediate vicinity of the river is low and flat, and covered with a dense forest growth, embracing a large number of varieties, including the almost extinct Florida Yew, and the unique *Torreya Taxifolia*, (popularly believed to be identical with the “shittim-wood” of Scripture), its chief peculiarities being that it is to be found nowhere else on the American continent, and that its wood is practi-

cally indestructible—logs having been known to lie embedded in the mud of the swamps and river bottoms undecayed for many years. Beyond the river bottoms great hills, almost mountainous in height and appearance, rise abruptly to a height of a little over three hundred feet, being *the highest point in Florida*.

CHATTAHOOCHEE STATION, a flag station in Gadsden county, is the station 3 m. fr. Chattahoochee R., for Chattahoochee village and the State Asylum for the 206 “ “ Jacksonville. Indigent Insane, both of which occupy commanding positions on the summit of one of the highest hills, north of the railroad.

The Asylum is situated on the site of, and occupies the buildings formerly belonging to, the United States military post established here in 1834 by General Jackson, then military Governor of the Territory. The buildings are of the most substantial



HOTEL AND DEPOT, CHATTAHOOCHEE LANDING.

character, being all of brick, arranged in the form of a hollow square, enclosing, with the high brick wall which connects them, a smooth plaza, shaded by large trees and carpeted with grass. The property comprises about 1,700 acres, and much of it is under cultivation as a farm for the production of forage, vegetables, etc., for the use of the Asylum. It was donated by the Federal Government to the State shortly after the war. The view from the tower is one of the finest panoramas of beautiful landscape scenery to be seen south of Lookout Mountain, and a visit to the asylum is one of the most pleasant and interesting episodes a tourist could desire.

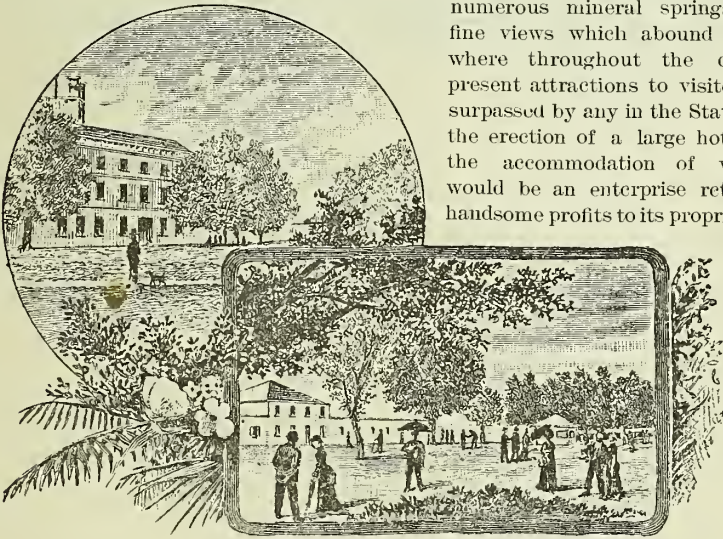
BOARDING-HOUSES: H. H. Spear.

MOUNT PLEASANT, a way-station, is chiefly noted as the location of the extensive Hermitage Vineyards of the late Col. M. Martin, Surveyor-General of the State, which lie about five miles north of the depot, and where are growing many varieties of grapes, including the Hartford Prolific, Ives, Concord, Delaware, Martha, Cynthiana, and a number of Rogers' Hybrids, as well as the hardy Scuppernong. Large quantities of wine are annually manufactured and stored in the great wine-cellars, and portions of the earlier vintages have been sold, bringing highly remunerative prices.

and being celebrated for their excellent quality. The vineyards were established in 1869. The recent death of the proprietor may bring this magnificent property into market. There are a number of other, though smaller, vineyards in the county, which are a source of handsome profit to their owners.

QUINCY is the county-town of Gadsden county, and is a snug and charming little place, containing about 800 inhabitants. It is one of the oldest towns in Middle Florida, having been incorporated in 1828. It is delightfully situated at an elevation of 290 feet above the sea, and its environment is exceedingly picturesque. Just north of the town is the beautiful valley of the Attapulcus. On all sides rise the wooded hills which form the great charm of Middle Florida. Baptist, Methodist and Presbyterian churches, a handsome brick school-building and a well-preserved and commodious court-house adorn the town, besides numerous handsome private residences with well cultivated grounds, that of Judge J. E. A. Davidson being one of the most attractive, and containing a great variety of rare plants and flowers, among them several plants of the only real South American Pampas Grass in the State, from which are taken some 500 magnificent "plumes" every year. The grounds of Congressman R. H. M. Davidson contain some of the largest specimens of the *Camellia Japonica* in the State, if not in the South, one or two of them being some twenty-five feet in height. The only weekly newspaper in the county, the *Herald*, is published here; also the *Monthly Educator*.

The scenery in the vicinity of Quincy is charming in variety and picturesque attractions. The delightful drives, numerous mineral springs, and fine views which abound everywhere throughout the county, present attractions to visitors unsurpassed by any in the State, and the erection of a large hotel for the accommodation of visitors would be an enterprise returning handsome profits to its proprietors.



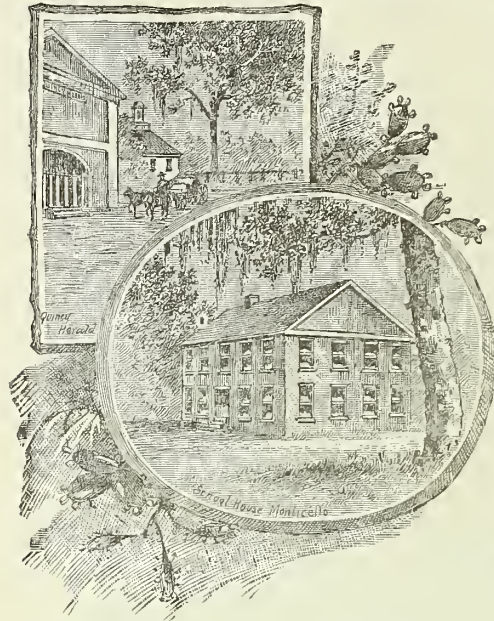
STATE ASYLUM FOR THE INDIGENT INSANE AT CHATTAHOOCHEE.

All the cereals, cotton, sugar-cane, grasses, etc., flourish and are grown extensively. A crop of 8,000 pounds of oats was recently produced from a single acre. Stock-raising is largely engaged in, and the county has long been noted for its fine home-raised horses.

The culture of tobacco has always been one of the important industries of Gadsden county. Many planters in Gadsden for years made this their staple crop, while others,

large cotton planters, made it an extra crop, which, without curtailing the amount of cotton produced, usually paid all the expenses of the plantation. The tobacco product of the State in 1849 (census of 1850), was 998,614 pounds, of which Gadsden county produced 776,177 pounds. The crop of Gadsden in 1860 was estimated at 1,200,000 pounds,

and at the price then current returned to its growers about \$300,000. In 1873 the crop was only about 100,000 pounds, and in 1874 about 200,000 pounds. The crop of 1879 (census of 1880), was only 6,677 pounds. This remarkable falling off in the production of a staple crop from which such notable results had formerly been obtained is almost entirely attributable to the war, and the high prices of cotton immediately subsequent thereto, which tempted all planters to grow cotton to the total exclusion of every other crop. Besides this, many of the elder generation of planters who had demonstrated the success of tobacco culture in the earlier day have passed away. The favorable conditions of soil, climate, etc., yet remain, however, and all that Gadsden county requires to enable her to equal, and in a brief time far surpass, her former success in tobacco culture, is the immi-



gration into her borders of a population of practical tobacco-growers from Virginia, Missouri, Kentucky, Tennessee, and the Carolinas, with their knowledge of modern methods and such capital as will enable them to accomplish results which the impoverished condition of her people since the war has prevented. The same natural conditions which exist in Gadsden are present in nearly all the other counties in Middle Florida; and the immigrant having a knowledge of the requirements of tobacco culture can scarcely go amiss in the selection of a locality favorable for the prosecution of this important and profitable industry.

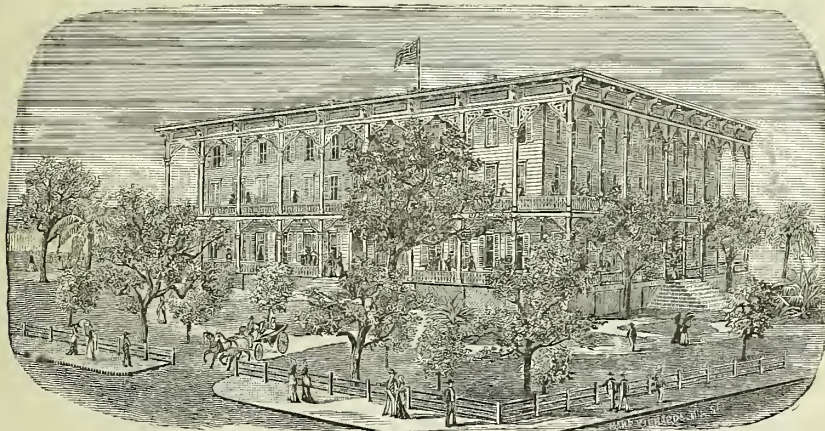
HOTELS: Quincy House.

MIDWAY is a small settlement containing one or two stores, school-house, and a few dwellings, in the centre of a rich farming country; and at various places in its vicinity, along the road between Midway and Tallahassee, are a number of saw-mills. The railroad crosses Little river between Quincy and Midway, and the Ocklocknee river between Midway and Tallahassee. The growth of lumber trees along these rivers is very dense and of fine quality, and the logs are rafted down the stream to the saw-mills located in the vicinity of the railroad, which takes their products to market.

TALLAHASSEE is the county-seat of Leon county and the Capital City of the State. It stands upon the broad summit of a high hill, over two hundred and fifty feet above the sea, and with the exception of a single range of lower hills to the southward, nothing intervenes between its position and the Gulf coast, twenty-nine miles distant, but an almost unbroken forest of pine timber.

12 m. fr. Quincy,	
32 " " Chattahoochee R.,	
177 " " Jacksonville.	
12 m. fr. Midway,	
44 " " Chattahoochee R.,	
165 " " Jacksonville.	

From the westward, the first view of the city gives but a faint idea of its charming situation and its elevation. The white buildings gleam among the green trees, and high over all rises the tall tower of the court-house, from the top of which a view ravishing in its beauty can be obtained. The approach from the eastward is much more interesting. Four miles from the city, the train passes over a portion of the prettiest of the upland lakes of this hill region—Lake La Fayette, so named from its situation in the midst of the noble estate granted by a grateful country to the great French patriot, in recognition of his services in the Revolutionary struggle for independence. It was a



LEON HOTEL, TALLAHASSEE.

magnificent domain of over 23,000 acres, (an entire township), and contained some of the choicest lands in the State. Passing the lake, the road runs through a stupendous "cut" made through a great hill, the grade to the centre of the cut being one of the steepest on the line, and in the State. As the cars emerge from this tunnel-like way, first into a deep and narrow valley with steep slopes on either side, and thence debouching into the broader valley of the "St. Augustine Branch," in the early morning, a scene of beauty meets the eye, such as no uninformed tourist ever dreamed of beholding in Florida. Great sloping hills rise as if by magic on every side; in front, crowning the loftiest, are the whitened walls and thousand windows of the city shining in the morning sun.

The population of Tallahassee, within the city limits proper, is given by the census of 1880 as 2,494, but with its outlying suburbs, including the homes of many of the numerous operatives of the cotton factory and railroad car-shops, it doubtless contains over 3,500 souls. Its healthfulness is a proverb among all the people of the State, and can be no better illustrated than by stating that during the summer of 1882, its entire sick list was easily attended by a single physician. There were two physicians resident in the city, one of whom was absent until midsummer, and on his return the other left with his family on a visit to Virginia. In the early spring, and during the autumn months of September and October, there is always more or less sickness from malarial causes, as in all southern regions where rich lands and what is known as hammock growth—meaning all timber growths except pine—exist; but the maladies are slight, easily yield to simple treatment, and are generally to be entirely avoided by a careful attention to diet and sanitary precautions.

Tallahassee is full of interest to the tourist, not only on account of its being the seat of government, but because of its inherent attractions. It was here that the great chiefs of the aborigines held their savage court; here the Spanish invaders of their

territory, in the era immediately succeeding the settlements on the Atlantic coast, established themselves by the occupation of the Gulf coasts and the erection of elaborate forts and strongholds, the remains of which still exist; here that, in a later day, the military authorities of the United States, under General Jackson, after taking formal possession of the territory, established the chief military post and seat of government. Aside from its historical interest, Tallahassee has always been a place of consequence as a centre of trade. Long before the Florida Central Railroad, (from Jacksonville to Lake City), the old Pensacola and Georgia Railroad, (from Lake City to Tallahassee), later called, with its extension to Chattahoochee, the Jacksonville, Pensacola and Mobile Railroad, were thought of, the Tallahassee Railroad, from St. Mark's to Tallahassee, was a flourishing enterprise, founded as early as 1833 upon the necessities of the immense trade even then existing between St. Mark's and the interior. In later years the building of railroads from the Atlantic coast westward diverted this trade.

Two miles west of Tallahassee is the "Murat Place," a fine plantation owned and occupied, until her death, by the widow of Prince Murat, the son of Napoleon's favorite Marshal, afterward King of Naples. The Prince, who spent the last years of his life upon his fine estate in Jefferson county, and his widow, who survived him many years, lie side by side in the Episcopal Cemetery at Tallahassee.

Three miles westwardly is the site of an old Spanish fort (San Luis), upon the broad summit of one of the highest hills, where fragments of ponderous old iron armor and heavy cannon have been found. In many other localities are pointed out similar remains.

Tallahassee has been called the "Floral City of the Land of Flowers," and well deserves the name. Almost every dwelling is in the midst of a wilderness of flowers, which seem to bloom with equal splendor from January to December.

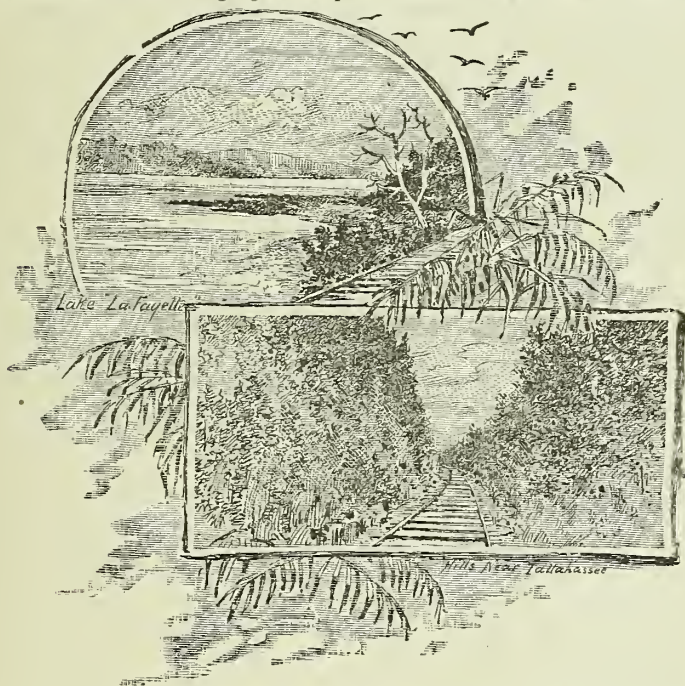
The hard clay roads, winding gently over the hills and through the valleys, under over-arching boughs and among the fertile fields, toward the various beautiful lakes which abound throughout the country, afford the finest opportunities for pleasant drives and rides and walks; all of which are invited by the clear, bracing atmosphere and the varying changes of the landscape.

Lake Jackson, the largest in the county, lies nearest to the city, its nearest point being only about three miles. It is a noble expanse of water, extending in a northerly direction a distance of some eighteen or twenty miles, and varying in width from half a mile to three miles. North of it lies Iamonia, a veritable archipelago on a small scale, being full of small islands. It is famous over half the continent, among the knowing ones, as the place *par excellence* for the shooting of water-fowl during the winter months. South of Tallahassee, four miles, is Lake Bradford, almost circular in form, and about a mile and a half in diameter, its shores composed of a wide belt of fine white sand, and shaded by immense trees. Twenty miles northeast is Lake Miccosukie, nearly as large as Lake Jackson, and forming a portion of the boundary between Leon and Jefferson counties. Lake Hall, almost a perfect crescent in shape, lies five or six miles northeast from Tallahassee. All these are surrounded by high banks and bluffs, and the scenery is as fine as in any lake region in the world. A beautiful and substantial little steamer, the "Jennie-Rossie," has been placed on the waters of Lake Jackson for the use of pleasure and fishing parties by Mr. E. W. Clark, a prominent merchant of Tallahassee, and a considerable fleet of swift sail-boats, including one or two of the famous "Racine" pattern, all belonging to citizens of Tallahassee, beautify its waters. The boat-houses are on the extensive estate of "Rodenwald," belonging to Mr. H. V. R. Schrader, of Tallahassee, on the east side of the lake, five miles from the city, where charming building lots for winter homes, gardens, truck-farms, etc., are to be had. The Thomasville, Tallahassee and Gulf

Railroad, now in course of construction, winds along its eastern shore near the water's edge, and just opposite "Rodenwald," on the western shore, is "Shidz-u-o-ka," a beautiful tract of some 1,200 acres, recently purchased by Messrs. Clark, Purves & Co., who contemplate the erection of a hotel and a number of pretty villas, the winter homes of those who have purchased portions of the estate.

Tallahassee has substantial and well-appointed churches, Baptist, Methodist, Presbyterian and Episcopalian, and the Roman Catholics have a chapel in the old convent building, where services are regularly conducted by a resident priest. The Hebrew residents also enjoy religious services, but have no synagogue.

The Florida University, a most comprehensive institution of learning, is located at Tallahassee. It comprises a Literary Department, (the West Florida Seminary, a State institution endowed with a large grant of public land), with schools of Languages and



Metaphysics, Natural Science, English Branches and History; a Military Department, with its cadets organized under the State Laws into a battalion of State Militia; a Medical Department—the Tallahassee College of Medicine and Surgery; a Polytechnic Institute, with Schools of Civil Engineering, Mining and Metallurgy, Mechanics and Architecture, Arts and Commercial Instruction; a Law Department and Normal Institute. A corps of over twenty-five competent professors and instructors are engaged in the different departments. An extensive and valuable Museum of Anatomy and Natural History is attached to the Medical Department.

A larger number of newspapers are published in Tallahassee than in any other city in the State. The *Weekly Floridian*, established in 1828, is the patriarch of the Florida press. The *Economist* and *Land of Flowers* are weekly. The *Florida Immigrant* and *State Journal of Education*, formerly issued as the organ of the State Board of Immigration, is now issued monthly in the interest of immigration and education.

A flourishing public library, called the University Library, is a new feature of Tallahassee life, having been organized in 1883. It occupies a suite of pleasant rooms in a central and desirable location donated for its use by one of Tallahassee's oldest, most beloved and public-spirited citizens, Ex-Governor (now Judge) David S. Walker.

The State Capitol is a roomy, massive and well-preserved structure of imposing appearance, built in 1834 by the military government of the territory, and stands in a commanding situation on the extreme southern portion of the hill occupied by the city. From the eastern entrance to its well-kept grounds, extends eastwardly the St. Augustine Road, a military highway constructed by the U. S. Government in territorial times to connect, for purposes of military transportation, the capital with the settlements on the Atlantic coast.

Tallahassee is the northern terminus of the St. Mark's Branch, which extends a distance of twenty-one miles to St. Mark's in Wakulla county. There are a number of railroads projected to and through Tallahassee, among them the Thomasville, Tallahassee and Gulf Railroad, from Thomasville, Georgia, through Tallahassee to some eligible point on the Gulf coast, (probably Carrabelle, a thriving lumber port on the deep waters of Dog Island Harbor, at the western end of James Island), the preliminary surveys of which have been completed, and the work of grading commenced. The car-shops of the old Florida Central and Western Railroad are situated near the depot, which latter is the finest building belonging to the line, and was built to accommodate the general offices of the old P. & G. R. R.

At the Tallahassee car-shops some of the best railroad car-building to be found in the South may be seen. The Western Division has some handsome sleeping-cars for local use, turned out from these shops, and there is now building one of the most elegant and best arranged private coaches for the use of the President of the Company, ever seen in this section of the country. It is complete in all its appointments, with dining-saloon, kitchen, sleeping apartments, smoking-room with windows extending to the floor, gents' toilet-room, ladies' toilet-room, and a private drawing-room. It is heated by steam, furnished and upholstered in the best style throughout, and is a piece of work that Master of Machinery Dohoney may well be proud of.

Near the depot stands the Tallahassee Cotton Factory, the only establishment of its kind in the State. It was founded many years ago by a stock company, and is now owned by Mr. Alexander McDougall, who is engaged in the manufacture of fine yarns, which meet with a ready and profitable sale. The capacity of the mill, with a moderate addition of capital, could profitably be increased ten or twenty-fold. A ginning establishment and grist-mill are run in connection with the factory. A planing-mill, a cigar factory, a tan-yard, (the only one in the State), an ice factory, and an extensive manufactory of fine pressed brick, complete the list of Tallahassee's manufacturing establishments. Messrs. B. C. Lewis & Sons conduct an extensive banking business, the only one in Middle Florida. Tallahassee has some thirty or more stores, including three drug stores, two book stores, news depot, furniture store, stove store, hardware store, and two large livery stables. There are few vacant stores or business places in the city, and a number of large brick store-houses for the accommodation of its increasing business are being erected.

Leon county is one of the most fertile and prosperous in the State, producing large crops of cotton and the cereals. Of late the culture of tobacco has been largely engaged in, and a factory for the manufacture of the product into cigars has been established and is producing a fine article. The raising of fine blooded stock, both horses and cattle, has also become a prominent industry, and hundreds of valuable graded milch cows have been sent to other parts of the State, where there is a constant and growing demand for them. The business of dairying has of late years extended largely, and "Leon county butter" is in great demand all over the State. The raising of early

vegetables for shipment to Northern markets has been, and is constantly becoming more and more profitable as growers gain in experience, especially the crops of Irish potatoes, the product from Middle Florida having attained a high repute in the Northern markets. One grower in Leon county during the last season shipped a lot of forty barrels to New York, which the dealers there actually reported as being "too large for the trade!" All varieties of the grape are cultivated with success, and several large vineyards have been recently set out by practical wine-makers upon the fertile hill-sides. The cultivation of the celebrated Le Conte pear is attaining in this county, as in others of Middle Florida, a prominence which indicates it as the coming industry in fruits. Large tracts of ten to fifty acres in extent have already been set to this wonderful fruit, and its cousin, the Kiefer pear, and some of the oldest trees are already bearing, giving most astonishing results. Three trees belonging to one grower produced thirty bushels of fruit in their sixth year, which sold at \$2.75 to \$5.00 per bushel. As the trees can be set as close together as orange trees (say fifty to the acre), this would give a gross income per acre, at an average price of \$3.75 per bushel, of \$1,875! A Le Conte pear orchard is as good, and in some respects a better thing to have than an orange grove.

HOTELS: The Leon, a large modern house, constructed and owned by a local stock company, has recently been leased for a term of years by Mr. J. M. Lee, the well known proprietor of the mammoth Everett Hotel in Jacksonville, and one of the most progressive and successful hotel managers in the South. The Leon has accommodations for about one hundred and twenty-five guests, is first-class in all its appointments, with service of gas and water—hot and cold—throughout, and is elegantly furnished. The City Hotel, the oldest in the State, perhaps, has a reputation and history hoary with age and shining with honors. It is leased to Mr. Geo. C. Morgan, late of Alabama, and has been thoroughly renovated, repaired, cleansed, partially re-furnished, and re-christened after its enterprising new proprietor, "The Morgan." The Whitaker House, remodeled from a spacious old residence, and in a pleasant and quiet though central location, is one of the nicest places in the city. It is kept by Mrs. S. B. Hopkins, whose old-time hospitality at her well-known former residence, "Goodwood," (one of the largest and finest of the many luxurious country seats of the olden time), was a proverb through all the region round about.

BOARDING-HOUSES: Mrs. McIntosh.

CHAIRES, a flag station in Leon county, is the point of shipment of large quantities of cotton grown on the rich lands of the many large plantations in its vicinity, and during the cotton season it is a busy-looking place.

12 m. fr. Tallahassee,
56 " " Chattahoochee R.,
153 " " Jacksonville.

LLOYD, in Jefferson county, is a flourishing place, with post-office, express office, a number of stores, and a cotton-seed oil mill, the first one erected in the State. Large quantities of cotton-seed products, syrup, sugar, poultry and eggs, besides other products, are annually shipped from this station.

6 m. fr. Chaires,
62 " " Chattahoochee R.,
147 " " Jacksonville.

HOTELS: Whitfield House.

PINHOOK is a flag station, seven miles from Lloyd and two miles from Drifton.

DRIFTON is the junction of the main line of the Western Division with the Monticello Branch, which extends thence northwardly four miles to Monticello, the county-seat of Jefferson county. Trains on the Branch connect regularly with all passenger and freight

9 m. fr. Lloyd,
71 " " Chattahoochee R.,
138 " " Jacksonville.

trains on the main line.

MONTICELLO is nobly seated on a high ridge, surrounded by a splendid farming country—one of the richest sections of Middle Florida. It is a queer combination, as many of the older towns are, of old-fashioned, comfortable simplicity (in habit as well as archi-

4 m. fr. Drifton,
75 " " Chattahoochee R.,
142 " " Jacksonville.

ecture) and modern improvements and style. Many of the lately erected dwellings and stores would do credit to a large city. Like most Middle Florida towns, it is heavily shaded, chiefly by handsome live-oaks and water-oaks. Flowers abound everywhere through the grounds of the private residences; and a flourishing greenhouse, well filled with rare plants, on the place of Col. Bird, just out of town, is one of the attractions of the place. The model plantation of Mr. E. B. Bailey, (one of the youngest as well as wealthiest of the planters of Middle Florida), of 600 acres, near the town, is supplied with the best and latest improved machinery and implements. Mr. Bailey owns some 12,000 acres of the finest farming land in the county, besides the care of which he has a large store and cotton warehouse at Monticello.

The people of Monticello are becoming very progressive and energetic in the adaptation of their soil to the production of new crops, and have recently engaged largely in the cultivation of vegetables and fruits. Over 75,000 Le Conte pear trees, which will bear in another year, are estimated to be growing within a mile of the town. The growing of melons for shipment has largely engaged the attention of the people in the vicinity for the past few years, and fields of two to three hundred acres in extent are not uncommon. The plan of diversifying crops is recognized as a prime element in agricultural success, and the county bids fair to rival any in the State in the variety and excellence of its products. Much attention is being given, also, as in Leon county, to the growing of the finest strains of live stock, many specimens of registered Jerseys, etc., having been imported.

Monticello has an excellent newspaper, the *Constitution*; it possesses Baptist, Methodist, Presbyterian and Episcopal churches, and a very commodious and substantial brick school-building, also a spacious and well-appointed public hall. A large hotel is in process of erection, and when it is completed and properly operated by an experienced and popular lessee, the opportunity to visit and view one of the finest sections of country in Florida will be sure to be embraced by a large number of visitors.

HOTELS: Partridge House.

AUCILLA is a small village situated near the boundary line between Madison and Jefferson counties, and takes its name from the Aucilla river, 7 m. fr. Drifton, which flows near by, rising in Georgia and emptying into the 78 " " Chattahoochee R., which flows near by, rising in Georgia and emptying into the 131 " " Jacksonville. Gulf—a small but beautiful stream, abounding in picturesque scenery. Aucilla is chiefly noted for its "breakfast-house," where eastward-bound trains stop "twenty minutes for breakfast" at "Aunt Aggy's," where is served a bountiful repast of real old-fashioned, wholesome country fare.

In the lower portion of Jefferson county is the location of that now celebrated object of interest, the "Florida Volcano." Persons whose lives have been passed in the section named unite in testifying to the existence, for the past thirty or forty years, of a strange "pillar of fire by night, and pillar of cloud by day," which marks the spot where the volcano is supposed to exist. Although many attempts have been made to reach it, it still remains a mystery, owing to the difficulty of penetrating the jungle which surrounds and partially conceals it. This mysterious secret, which Dame Nature has so long and jealously and successfully guarded, is becoming more and more a topic of absorbing interest in the minds of those inclined to exploration and discovery.

GREENVILLE occupies a beautiful situation, near the foot of a range of low hills which rise behind and beyond it to the southward, while a 7 m. fr. Aucilla, charming landscape of broad, fertile valleys surrounds it in 85 " " Chattahoochee R., every other direction. Giant live-oaks are plentifully grouped 124 " " Jacksonville. about, and in the vicinity are several small lakes. It has several stores, a mill and cotton-gin, and contains about 200 people. The surrounding country is rich and rolling, and large quantities of cotton and other staple crops are produced in the vicinity.

MADISON is the county-seat of Madison county, a town of some 800 inhabitants, containing about twenty or thirty stores, an excellent school-building, (St. John's Seminary), Episcopal, Baptist, Presbyterian and Methodist churches, and a handsome new courthouse. The town lies about half a mile from the depot, and is reached by hacks, which run to and from all trains. Near the depot lies a fine tract of land, covered with improvements of various kinds, and owned by Capt. J. L. Inglis, who has long been engaged in extensive manufacturing interests, comprising saw-mill, grist-mill, rice-mill, cotton-ginning establishment, etc., and who lives in one of the handsomest and largest dwellings in the place, situated a short distance from the railroad, in the midst of highly cultivated grounds. Captain Inglis is also a practical model farmer, and has done much to develop the agricultural resources of the county. He has recently perfected arrangements for the investment (in connection with and partially superseding his previous manufacturing interests) of a large capital by the celebrated thread manufacturers, Messrs. J. & P. Coats, of Paisley, Scotland. The new arrangement embraces

the organization of the Madison Cotton Ginning Company, recently incorporated in New York and Florida, with E. S. Auchincloss, of New York, President; John L. Inglis, of Madison, Manager, and G. N. Hornblower, Secretary; Messrs. H. D. Auchincloss, of New York, Joseph Gulworth, of Savannah, and William Lawtey, of Fernandina, with the President and Manager, comprising the company. The capital represented by the value of the "plant" is about \$50,000. The business of this extensive establishment will be to handle and prepare for the thread-mills the peculiar long-staple cotton which is produced in this vicinity, and its various products, and the making of oil, oil-cake and cotton-seed meal for fertilizers. The exhibits of the long-staple cotton of these counties at the Atlanta Ex-

COURT-HOUSE AT MONTICELLO.

position attracted the attention of the thread-makers to its superior qualities for their purpose, and the establishment of this enterprise and a similar one at Lake City is the result. The company have furnished large quantities of seed to the planters of Madison and adjoining counties, under contracts providing for the handling by them of the crops produced therefrom, and are doing everything in their power to encourage its production and the use of the meal product as a fertilizer, which is said to excel in effect all other known compounds.

Madison has two newspapers, the *Recorder* and the *New Era*; and a stock company

has just completed a large and handsome hotel, which will not only be an ornament to the town, but a source of profit to its owners.

Madison county, besides being in the region where the long-staple cotton is produced, is in the midst of the Le Conte pear belt, and large numbers of orchards are already growing. The same spirit of progress in agriculture which prevails in the other counties of Middle Florida is found here, and each year adds to the list of new industries and new products. Many of the truck farmers have been the most successful in the State in the culture of vegetables, Irish potatoes, melons, etc. The culture of oranges has always been a feature of the industrial progress of the county, and it is said that the first orange trees planted in Manatee county, which now produces large quantities of the finest fruit, were taken from Madison county in 1843 by a Mr. Joshua Stafford. The cold waves which have swept over the State during late years appear to have done less damage to the trees in Madison than in other parts of Middle Florida.

Four miles from Madison, over smooth, hard roads, the wandering visitor will find "The Cascade," "the roar of whose waters sounds like the beating of the surf upon the beach," says one who has been there. Eleven miles distant is Lake San Paola, five miles long by three in width, surrounded by majestic oaks; and two miles beyond is "Chuleotah," one of the most regal and remarkable of the old-time estates of this region.

"Chulcotah," which being translated from the Indian, means "Pine Hill," was the former seat of Judge J. C. McGhee, one of the planter-princes of Madison county. It stands on the summit of a high hill near the great highway known as the St. Augustine road, and was erected more than forty years ago. It is built in the Gothic style of architecture, with pointed, many-gabled roofs, and stacked chimneys, extensive piazzas supported by massive arches, and containing as its chief interior feature an immense hall, twenty feet wide and forty feet in length, with its numerous other rooms in proportion. Boudoirs, bath-rooms, drawing-rooms twenty feet square, and innumerable other features which would grace any modern-built villa of the highest grade, were, in that early day, a source of unending wonder to the neighboring residents, and exhaustless comfort to the occupants. Every particle of material used in its construction, and furniture, came from the extensive estate it adorned; nearly all the work on finishing and furniture was done on the spot by skilled artisans brought there for the purpose, and no two rooms were finished or furnished in the same wood. The flower-gardens and fruit orchards adjacent were equally complete in every particular. An immense army of slaves furnished the labor of the vast plantation, which was a perfect community in itself, manufacturing at home nearly everything used on the place. This magnificent property is now owned by Hon. W. Naylor Thompson, of Fernandina.

HOTELS: The new hotel will be leased and in operation for this winter's business. The name has not yet been decided on.

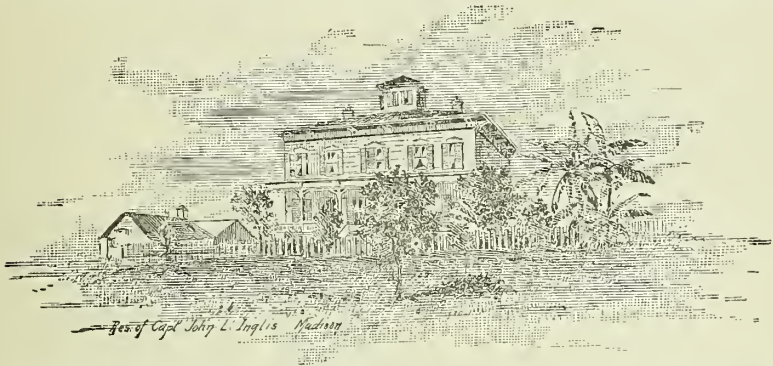
WEST FARM is a flag station in the centre of an extensive turpentine farm belonging to the West Brothers, where a large turpentine still, surrounded by the cabins of the operatives, forms the chief object of interest.

LEE is another flag station, similar to West Farm, from whence large quantities of turpentine and resin are shipped annually. The proximity of these "farms" to the railroad enables the stranger to note the processes of manufacture of the pine sap into valuable naval stores.

ELLAVILLE is a pleasant village of about 700 inhabitants, and is entirely populated by the employees of the late firm of Drew & Bucki, whose immense lumber and planing mills were located here. This was one of the largest establishments of the kind in the

South. It was established in 1867 by the senior partner, Ex-Governor George F. Drew, Mr. Louis Bucki, of New York city, becoming a partner in 1869, and sole proprietor by purchase from Gov. Drew, about a year ago. The firm name is now L. Bucki & Son. The entire establishment, including an immense quantity of lumber, was totally destroyed by fire a few months ago.

Messrs. Drew & Bucki owned some 1,200 or 1,500 acres, and Governor Drew about 1,200 acres, including and immediately adjacent to the mills and village, and the firm about 90,000 acres of choice timber lands in the vicinity, chiefly along the Suwannee river, through which runs a private railroad of the standard gauge, equipped with engines and rolling-stock belonging to the firm, and employed in supplying the mills with logs. The annual product of the mills, heretofore about twelve million feet, was recently increased to twenty millions by the introduction of additional machinery. The



firm recently built for their trade between Jacksonville and New York a handsome and powerful steam schooner, the "Louis Bucki," the first of its kind on the coast, which has proven a complete success. A firm of Pennsylvania car-builders have recently decided to establish an extensive car factory at Ellaville, and Messrs. Bucki & Son contemplate the early re-building of their mills.

About a mile beyond Ellaville the track crosses the Suwannee river on a substantial covered bridge, whose walls unfortunately permit to the traveler only a moment's glance at one of the most charming bits of scenery in Florida—the junction of the Withlacoochee and Suwannee rivers, which is only a few hundred yards above the bridge. Both rivers are narrow but deep, flowing between rocky, precipitous banks, which are overhung with large trees festooned with long gray pendants of Spanish moss. A few miles above Ellaville, near the west bank of the Withlacoochee, is Blue Spring, a favorite place of resort for the people of Madison town, some eleven miles distant, the hard, shady roads making a very pleasant drive. The Spring is about twenty-five feet in diameter, and is strongly impregnated with lime.

LIVE OAK, the county-seat of Suwannee county, is a place of considerable importance. It has about 500 inhabitants, several churches, Masonic lodges, about twenty stores, several cotton-ginning establishments, good schools, etc. The Florida branch of the Savannah, Florida and Western Railway here intersects the Western Division. The Live Oak and Rowland's Bluff Railroad extends to Rowland's Bluff on the Suwannee river, twenty-five miles distant, and to Gainesville in Alachua county. A line of steamers run on the Suwannee river between Rowland's Bluff and Cedar Key.

Live Oak has two newspapers, the *Intelligencer* and the *Bulletin*; and a large livery stable affords ample means for transportation through the adjacent country.

Suwannee county is especially favored in the way of transportation facilities, being bisected each way by railroads, and its western borders washed by the waters of the Suwannee river, which is navigable almost to Ellaville. There are yet large bodies of State and United States lands subject to entry, there having been more of these lands selected and patented in this county than in any other county in the State. The county has prospered greatly in the past few years, having advanced from a list of 400 voters to over 1,500 since the war. There are immense tracts of fine timber lands, and several large saw-mills. The Empire Mills, three miles west of Live Oak, have a capacity of 30,000 feet per day, and Johnson's Mills, two miles east, can cut about half that amount, while the Suwannee Mills, near the northern boundary of the county, can cut 10,000 feet per day. The soil, all along the road and in the interior, is of excellent quality, and great quantities of early vegetables are produced for shipment to Northern markets, besides cotton, turpentine, resin, etc., in large quantities. For fruits, and especially grapes and peaches, the soil seems to be particularly adapted. Market gardening and fruit-raising are among the most prominent industries in the vicinity of Live Oak; and the success of those engaged in it will encourage others to increase the general result. One grower is mentioned as having netted \$275 from two acres of watermelons raised in the vicinity of the depot last year. Within a stone's throw of the railroad track, and just east of town, is the splendid Scuppernong vineyard of Col. John F. White, from which are made annually from thirty to fifty barrels of superior wine. It is five acres in extent, with an additional three acres of young vines. Oranges are grown, as in all the counties along the line, but not to a large extent. The cultivation of the Le Conte pear is also proving very successful.

Near Suwannee, a station on the Florida Branch of the Savannah, Florida and Western Railway, seven miles from Live Oak, is the well-known Suwannee Sulphur Spring. A very large and handsome hotel was built there in 1883, but before it was quite finished it was destroyed by fire, and has not been rebuilt.

HOUSTON is a small station with store, post-office, etc. It is surrounded by

6 m. fr. Live Oak,	numerous small but beautiful lakes, and is becoming the
133 " " Chattahoochee R.,	place of shipment for large quantities of vegetables raised in
76 " " Jacksonville.	the vicinity for the Northern markets.

WELBORN, a similar station, has a population of about 150, and is the centre of a

5 m. fr. Houston,	large vegetable-growing interest. From Welborn it is eight
138 " " Chattahoochee R.,	miles in a northerly direction to the celebrated White Sulphur
71 " " Jacksonville.	Spring. The Spring is situated in Hamilton county, on the

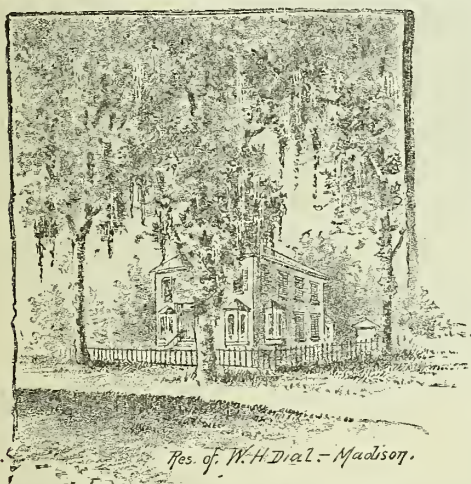
orth bank of the beautiful Suwannee river. The means of reaching the Spring are ample and comfortable, and the trip over the smooth, level road is made in about two hours. The first five or six miles of the route lie through the " piney woods " and among the turpentine farms and long-staple cotton plantations which abound there; the last few miles over a rolling country, heavily covered with woods of hammock growth. A substantial bridge, suspended high above the water, crosses the Suwannee, and at its further end is the village, known as White Springs. The Spring is situated a few hundred yards below or west of the bridge, at the foot of the high bank of the river, and but a few feet above high-water mark. Over it is built a large and substantial structure, three stories in height, which serves as a bath-house. The upper story, which is nearly on a level with the top of the bank, contains the entrance, pumps for supplying the water to the hotel and village, and the bath-keeper's offices. The second story contains dressing-rooms, and the lower story contains the pool, which is twenty by forty feet in size. The Spring is one of the largest in the State, and its immense volume of water, bursting forth from the bowels of the earth, impregnates the air for hundreds of yards around with strong sulphurous odors. Within a few feet of the Spring, on the summit of the river bank, stands the hotel. It is partly new and partly composed of the old

hotel which has accommodated visitors to the Spring for many years. The new structure, now completed, contains about 100 rooms, and is under the management of Major T. F. Wesson, an old resident of the place, who kept the old hotel twenty-three years ago, and who owns a most valuable chalybeate spring property on Swift creek, about three miles west from the White Sulphur. The entire spring property, containing about 300 acres, has recently passed into the hands of Messrs. Wight & Powell, merchants of Cairo, Ga., who are engaged in the construction of the hotel and the ornamentation and improvement of the grounds. The improvements will include a handsome building, separated from the hotel by the wide, shaded avenue leading to the Spring, and containing billiard-rooms, bowling-alleys, bar, ball-room, etc. The hotel will be kept open during the winter, and it is almost a misnomer to call it a "summer resort," since the healing waters of the Spring will be accessible to the public all the year 'round.

DOWLING'S TURNOUT, four miles from Welborn, is for the convenience of shippers of lumber from the adjacent mills, and logs to the Jacksonville mills.

LAKE CITY is the county-seat of Columbia county, and one of the prettiest and most prosperous places in the State. It is almost surrounded by a series of charming little lakelets, which give a most pleasing effect to the landscape, and are large enough to afford, besides unlimited fishing, very pleasant sport in the way of sailing and rowing.

12 m. fr. Welborn,
150 " " Chattahoochee R.,
59 " " Jacksonville.



The city contains about 2,000 people and its prosperity, as well as that of the county, is increasing rapidly. There are seven or eight churches and several excellent private schools, besides the public schools. It also has some forty stores, two livery stables, a large carriage factory and other places of business, and an excellent newspaper, the *Reporter*.

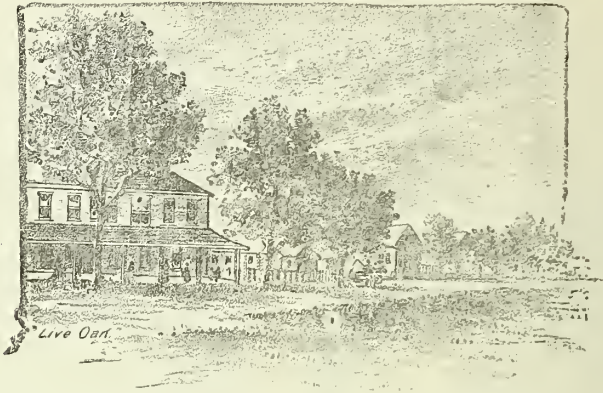
The elevation at Lake City is said to be 203 feet; at Welborn, the next station westward, 209 feet above tide-water. Its healthfulness has become a proverb all over the State, and the number of strangers who seek its many charms during the winter is rapidly increasing every year.

Here is now in operation an immense establishment for the handling of sea-island or long-staple cotton, founded by the Lake City Cotton Ginning Company, which is incorporated under the laws of New York and Florida, similar to the Madison Cotton Ginning Company, and upon the plan of which that was founded, it having been inaugurated about the same time by the same firm of thread manufacturers, Messrs. J. & P. Coats, of Paisley, Scotland. Mr. A. G. Bigelow, a prominent business man of Lake City, is the resident manager. The crop of cotton of Columbia county for the present year is estimated to be worth \$500,000.

The Florida Agricultural College has recently been located at Lake City. This is a State institution, endowed with a large and valuable grant of public lands, and the buildings for its purposes will be ample and convenient. The one just completed, being the west wing of the main building, is forty-five by ninety-five feet in size, three stories in height, with tower ninety-five feet high. The College is located in a most eligible and picturesque situation, environed by several small clear lakes, and a grove of gigan-

tic oaks. An experimental farm of one hundred and twelve acres is attached to the College, and a full faculty of instructors has been engaged for its first session, which began in October.

The soils of Columbia county are of great variety and richness. It is one of the most naturally fertile regions to be found in the entire State. Its chief products are sea-island cotton, upland cotton, corn, rice, sugar-cane, oats, rye, sweet potatoes, stock, peas, tobacco, wool, vegetables, pindars, hay, etc. The sea-island cotton is the money crop, and is generally cultivated. Its fine, strong staple has attracted the buyers who supply the world with thread, and the farmer can now sell his crop direct to the agent of the mills, saving all the expense of shipping and losses through middlemen. It is usually planted and cultivated upon the natural land. Twice Columbia county received the premium at the State Fair for sea-island cotton.



From the first settlement of the State, this section has been noted for the fine quality of peaches produced with little care from the native varieties. The common varieties begin to ripen the 1st of July, and last until the 10th of August. There are varieties, like the Peen-to and Honey peaches, which ripen in May and June, and sell readily in market at fancy prices. Others ripen in August, September and October. Figs are grown by many people, but not in sufficient quantities to ship. They sell readily at home at \$1.50 to \$2 per bushel. Grapes of many kinds have been tried, and several varieties are well adapted to this locality. The Scuppernong succeeds best; it has several distinct varieties. Oranges are now exciting the greatest interest. Scarcely a family can be found which has not a few orange trees in bearing and growing finely, while others are making extensive groves. In 1835, when wild orange trees were killed or injured in every locality, the grove on Orange Lake, nine miles northwest of Lake City, was uninjured by the freeze, conclusively illustrating the adaptability of this section to the cultivation of this fruit. Twice Columbia county received premiums at the State Fairs for the excellence of her oranges.

Columbia county has an enterprising Immigration Association, whose efforts are ably seconded by Messrs. Finley, Dortch & Snowden, real estate agents.

The growing of vegetables for shipment to Northern markets has engaged the attention of the people for several years, and experiments have demonstrated the peculiar adaptability of soil and climate to the successful prosecution of this industry. The principal vegetables shipped are peas and beans, which yield abundantly and grow quickly, and require very little cultivation. Cucumbers, squashes, Irish potatoes, egg-plants, beets, cabbage and onions are also raised. Watermelons, too, are grown to

great advantage, the character of the soil being especially adapted to their cultivation.

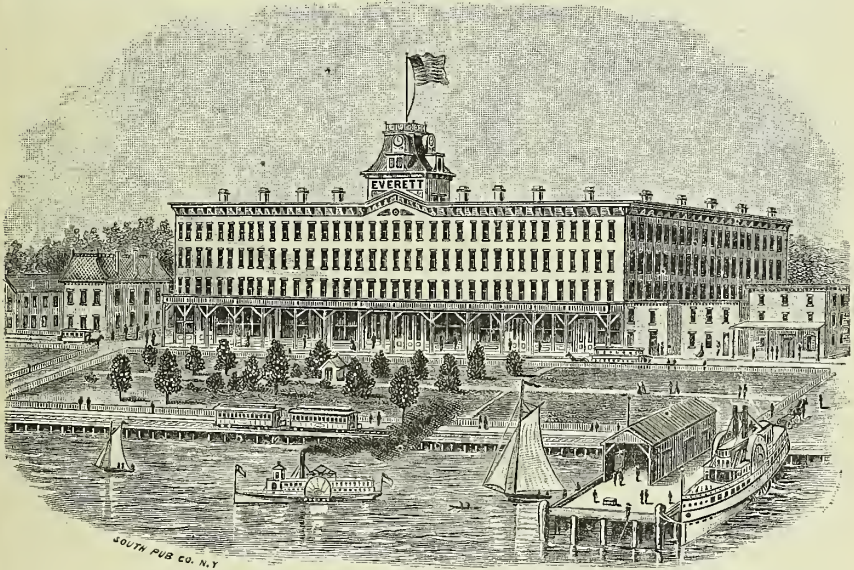
HOTELS: Chicago House.

MOUNT CARRIE, in Columbia county, is a flag station, from whence large quantities of lumber are shipped from the extensive mills in its vicinity. It is surrounded by a good farming country, which is rapidly filling up with settlers.

7 m. fr. Lake City,
157 " " Chattahoochee R.,
52 " " Jacksonville.

OLUSTEE, in Baker county, is a growing place, whose chief industries are the lumber and turpentine business and truck farming. Near it was fought during the civil war the only engagement of any note, save the battle at the Natural Bridge in Wakulla county, that occurred in the State east of the Apalachicola river. It is known in history as the battle of Ocean Pond, or battle of Olustee.

5 m. fr. Mt. Carrie,
162 " " Chattahoochee R.,
47 " " Jacksonville.



EVERETT HOTEL, JACKSONVILLE.

PENDLETON is a flag station recently established eight miles from Olustee and two miles from Sanderson.

SANDERSON, the county-seat of Baker county, is widely known and noted for the quantity and fine quality of the peaches grown in its vicinity, large shipments of which are annually made. It is also the centre of a prosperous vegetable-growing industry.

10 m. fr. Olustee,
172 " " Chattahoochee R.,
37 " " Jacksonville.

TALIAFERRO'S JUNCTION, two miles from Sanderson and five miles from Glen St. Mary, is the junction of a private railroad track extending far into the depths of the pine forests, from whence vast numbers of logs are transported to the Jacksonville lumber mills.

GLEN ST. MARY, Baker county, is a new station established on a tract of splendid, rolling, high pine land, containing 60,000 acres, lying between Baldwin and Sanderson. This fine tract has, for its northern boundary, the St. Mary's river, which flows into the sea at Fernandina, about fifty miles distant, and the south fork of this same river flows down through the centre of the tract, having a clear, limpid current and high banks.

7 m. fr. Sanderson,
179 " " Chattahoochee R.,
30 " " Jacksonville.

The entire tract is called by the same name, and its founders have built a good hotel there, besides a station-house, stores, post-office, schools, churches and dwellings. The soil is a rich, gray loam underlaid with clay, and all manner of fruits, including the orange and peach, do well, while field crops and garden vegetables are unsurpassed. It is conceded to be one of the healthiest localities in the State, and peculiarly favorable to persons afflicted with pulmonary or asthmatic disorders.

HOTELS: Glen House.

DARBYVILLE, also in Baker county, is situated in the midst of a good belt of timber, and has several saw-mills in its vicinity. The soil is well suited to the production of vegetables, and the growing of these and fruits is receiving considerable attention. The future prospects of this place are very bright.

The lands hereabouts, in Baker county, are high, rolling and fertile, and the soil is underlaid with clay. The climate is splendid, water excellent, and good health assured. The products of the county are oranges, peaches, pears, grapes, figs, and other small fruits, corn, cotton, oats, potatoes, sugar-cane, tobacco, rice, and all the vegetables. Some of the finest bearing orange trees in the State are to be found in this county, but no large groves have ever been planted and brought to bearing, the great industry of the county having been heretofore the manufacture of lumber and naval stores. Baker is one of the best grazing counties in the State. Thousands of head of cattle are reared without a dollar of expense to their owners. Sheep would do quite as well, with the usual and ordinary protection from dogs that is required everywhere. Lands are selling in this county at from \$5 to \$20 per acre, and are now being eagerly sought for. Parties desiring to make permanent homes in Florida cannot do better than examine the many claims of Baker county before determining where they will locate.

The eastern portion of the county differs much from the low flat-woods in the west. Like Middle Florida, it is hilly, and is practically the "hill country" of East Florida. The great "Trail Ridge" extends through this part of the county, and is crossed by the railroad track only a short distance from Darbyville, at which point, at the summit of the high grade through and over the Ridge, the spring waters divide, those on one side flowing westward into the Gulf, and those on the other flowing into the St. John's. Here, on this western slope, protected by the forest-clad hills, from the damp winds and raw, chilling fogs that haunt the Atlantic coast, lies the great "peach belt" of Florida, innumerable orchards of which delicious fruit are to be seen on every side. Nearly nine thousand crates of splendid fruit were shipped from Darbyville alone, during the season of 1884.

It is in contemplation to change the name of Darbyville to "McClenny," in honor of Hon. C. B. McClenny, whose home is here, and to whose enterprise and public spirit the place and its surroundings are chiefly indebted for their progress and prosperity. He is one of the incorporators and a large stockholder in the Florida Improvement and Colonization Society, whose Land Commissioner, Mr. C. F. Shuey, has charge of the immense bodies of land belonging to the Society here and in the vicinity of Glen St. Mary, and whose headquarters are at Darbyville.

The *Baker County Star*, weekly, is published at Darbyville.

HOTELS: Hotel McClenny.

BALDWIN, in the edge of Duval county, is the crossing-place of the Central and Western Divisions, and is one of the liveliest railroad centres in the State, despite its rather uninteresting appearance. The tracks cross each other almost at right angles, and the numerous passenger, express and freight trains on each division passing at all hours of the day and night in every direction keep up a continual din and clatter. Considerable local business is done at Baldwin, and the day is not far distant when some far-seeing

and enterprising individual will build here a magnificent and capacious hotel and restaurant, chiefly for the benefit of his own purse, and, secondarily, for the entertainment of the vast numbers of passengers who daily find themselves "ashore" here for a few minutes while train business is being transacted, which frequently happens (every old traveler will understand *how* frequently) about the time something nice to eat or drink would taste good.

WHITE HOUSE, the last station before reaching Jacksonville, is a puzzle to all 8 m. fr. Baldwin, who see it. No one seems to know why it was so named, 198 " " Chattahoochee R., unless from the fact that there is no white house, nor, indeed, 11 " " Jacksonville, a house of any color, anywhere within sight. It was probably an important station in the early history of the road, when the virgin pine forest all about was being converted into lumber to build Jacksonville houses, but it is now little but a name.

At "Wayeross Junction" the Western Division track crosses that of the Savannah, Florida and Western (Wayeross) Railroad, thence proceeding into the city of Jacksonville, about one mile distant.

The track of the Western Division enters the city almost directly at the point where the broad sweep of the St. John's river curves abruptly from its southward course, eastward towards the sea. The later-built roads—the "Wayeross" and the Jacksonville, Tampa and Key West—also enter near the same point; but while these have their depots and grounds quite at the southwestern extremity of the city, the grounds of the Florida Railway and Navigation Company lie stretched along the river front for nearly half a mile, giving ample space for its extensive and always busy and crowded lumber-wharves and log-slips, and extending on beyond these, up into the very heart of the city, the passenger and freight trains running almost to the very walls of the great Astor Building itself, in the second story front rooms of which are some of the offices of the Company. On the wharves at the foot of Julia street stand the freight depot, ticket-office and passengers' waiting-room, and directly across Hogan street from the Astor Building, on the south side of Bay street, stands the up-town ticket-office of the Company, conducted by Mr. Walter G. Coleman, the General Traveling Passenger Agent, who devotes his winters to the Jacksonville business, assisted by the ticket agent, Mr. C. S. Beerbower, who is on duty all the year round, selling tickets to all parts of the country and State over the Company's lines.

A few feet westward on Bay street stands the neat little brick office of Col. S. I. Wailes, the Land Commissioner of the Company, where, assisted by a large corps of clerks, the Commissioner is engaged constantly in the location and sale of the Company's lands.

Two blocks northwest of the depot, at the corner of Cedar and Forsyth streets, is one of the coziest houses in the city—the Sunnyside, kept by Mr. S. M. Hall; and on the south side of Bay street, near the Astor Building, are the real estate offices of Messrs. W. & W. S. Walker.

Directly in front of the railroad wharves and depot, half a block distant on Bay street, stands the great Everett Hotel, (the largest in the city except the St. James), whose destinies are presided over by the brilliant and successful young Boniface, Mr. J. M. Lee, who is also lessee of the Leon at Tallahassee, and the Sanford House at Sanford, in Orange county. One square back of the Everett is the Duval; on the second square beyond that, fronting the city park, is the Windsor, the most elegant and famous of all the Jacksonville hotels, kept by Mr. F. H. Orvis, who also conducts in summer the famous Equinox House at Manchester, among the Green Mountains of Vermont. Diagonally across the park from the Windsor is the St. James.

Down Bay street, three blocks from the depot and one block north on Pine street, is the well-known and popular Tremont House, noted for its unusually excellent

cuisine, and kept by Dr. H. DeWolf Dodge. The constant demand for more room has obliged Dr. Dodge to greatly enlarge the premises, and two large additions have just been completed which more than double the former capacity of the house. The improvements also comprise a new and capacious office with marble floor, electric bells, gentlemen's lavatory with marble fixtures, bath-rooms and rooms with baths, a large dining hall and over 500 feet of broad piazzas.

On the opposite corner from the Tremont, occupying the whole second floor of the old Freedman's Bank Building, are the general offices of the Florida Land and Improvement Company, the Atlantic and Gulf Coast Canal and Okeechobee Land Company, and the Kissimmee Land Company—the first-named being the original organization under the celebrated Disston Purchase of 4,000,000 acres of the State lands by Mr. Hamilton Disston of Philadelphia, and the others being offshoots therefrom—all managed by Col. W. T. Forbes, as Land Commissioner of the two first-named, and Manager of the last-named company.

On Forsyth street, only a few doors from the Tremont, are the elegant real estate offices of Messrs. Griffin and Clarkson.

At the foot of Pine street, in Bostwick's new buildings, is the office of Hopkins & Le Baron, real estate dealers.

Half way down Bay street on the south side, between Pine and Ocean streets, in the second story of the Reed Block, are the handsome offices of the Florida Land and Mortgage Company, the organization under a purchase of a portion (2,000,000 acres) of the Disston lands by Sir Edward Reed, of England, and his associates, managed by Mr. A. D. Bassett, Resident Director, and Mr. Arthur T. Williams, Land Commissioner.

In the middle of the next block below, on the south side of Bay street, is Bettelini's Hotel, kept in metropolitan style on the European plan. In the same block is the post-office, and half a block from that, up Newnan street, is the "old reliable" St. Mark's Hotel, under the management of Mr. Fred. E. Foster, who also runs the Hotel Columbia at Ocean Beach, New Jersey, during the summer. One block below the post-office is the Carleton.

Just in the rear of the Post-office is the ferry-slip of the Jacksonville, St. Augustine and Halifax River Railway, from whence the steam ferry-boat "Mechanic" makes regular trips to the opposite side of the river, landing at the terminus wharf and depot of the railroad. Adjoining the ferry-house is a substantial, two-story brick block, the upper floor of which is occupied by the real estate offices of Messrs. Wright & McClure, the founders of the new town of Bayard, fifteen miles out on the railroad, where Judge Wright, of the *Times-Union* staff is locating a colony of good people *from everywhere*, who find there tropical conditions without going to South Florida.

The various steamboat landings are all within easy distance from the Western Division Depot. The People's Line steamers and the St. John's River Fast Line boats land at the foot of Hogan street. The boats of the DeBary-Baya Line, which comprises a splendid fleet of sixteen elegant steamers, a portion of which are run on the Montgomery and Sea Island Routes in connection with the trains of the Florida Railway and Navigation Company, land for passengers at their wharves at the foot of Laura street, only two blocks from the Western Division depot, while their freight wharves are at the foot of Pine street. The depot and wharves of the Jacksonville Branch are at the foot of Marsh street, five blocks from the post-office, and nine blocks from the Western Division depot.

ST. MARK'S BRANCH.

TALLAHASSEE is the junction and initial point of the St. Mark's Branch, over which trains leave for St. Mark's, twenty-one miles distant, three times a week, returning the same day. The road runs through a rather flat and uninteresting country most of the way, being the poorest portion of Wakulla county.

BELAIR is a flag station of little present importance, but was formerly the favorite summer resort of the Tallahassee people. Situated on a high ridge, in the midst of a dense pine forest, with one or two beautiful miniature lakes of clear, cool water near, it must have been, and from all accounts was, a delightful retreat from the summer heats and the tendency to malarial disease which prevailed in the early history of the country, when the great forests of hard-wood timber to the northward were being cleared away to make room for the vast cotton and corn fields. In these latter days, Belair is but a shadow and a name, while the present generation have found a much more delightful summer retreat at St. Teresa, a pleasant little village of cottages, situated on a fine shelving beach on the Gulf side of James Island, some fifteen miles from St. Mark's by water, and forty miles from Tallahassee overland. Surf-bathing, fishing and hunting are the chief amusements, and the summer population of the place often runs up into the hundreds; for people come from far up in Georgia and Alabama to enjoy its delights. The completion of the Thomasville, Tallahassee and Gulf Railroad to James Island will make St. Teresa and Carrabelle, at the western end of the island, more popular and populous than ever during the dog-days.

FERRILL is another flag station, from whence fire-wood, ties, syrup, barrels and produce of various kinds are shipped to Tallahassee. The finest and earliest water-melons are produced on the fertile soils of this region, which appear to be especially adapted to that crop.

WAKULLA, formerly known as Oil Still Station, is the nearest station to Newport, three miles distant on the St. Mark's river, the site of the noted Sulphur Springs, which have long been celebrated hereabouts for their wonderful cures of rheumatism and other kindred diseases; and is also the nearest station to the celebrated Wakulla Spring, although most visitors prefer to take carriages at Tallahassee and drive thence through the pine woods.

This wonderful natural curiosity has been visited by thousands of interested sight-seers, and is an object well worth going far to see. It lies in the midst of a dense

growth of hammock forest, and has been described as almost the exact counterpart of the celebrated Silver Spring in Marion county; but many of those who have visited both declare Wakulla to be by far the most remarkable. Sidney Lanier, in his delightful "Handbook and Guide to Florida," says of it: "About fifteen miles from Tallahassee is one of the most wonderful springs in the world—the famous Wakulla Spring, which sends off a river from its single outburst. * * * * Once arrived and floating



WAKULLA SPRING.

on its bosom, one renews the pleasures which have been hereinbefore described in what was said of Silver Spring. Like that, the water here, which is similarly impregnated with lime, is thrillingly transparent; here one finds again the mosaic of many-shaded green hues, though the space of the Spring is less broad and more shadowed by overhanging trees than the wide basin of Silver Spring. In one particular, however, this is the more impressive of the two. It is 106 feet deep, (Silver Spring is sixty feet), and as one slowly floats, face downward, one perceives, at first dimly, then more clearly, a great ledge of white rock which juts up to within, perhaps, fifty feet of the surface, from beneath which the fish come swimming, as if out of the gaping mouth of a great cave. Looking down past the upper part of this ledge, down, down through the miraculous lymph, which impresses you at once as an abstraction and as a concrete substance, to the white concave bottom, where you can plainly see a sort of 'trouble in the ground,' as the water bursts up from its mysterious channel, one feels more than ever that sensation of depth itself wrought into a substantial embodiment, of which I have before spoken."

The bottom of the Spring, shaped like a great bowl, is covered with bits of bright tin, buttons and other objects dropped by curious visitors, who take a wild delight in watching them whirl and circle down into the abyss below, through the magnifying water, which invests them with every color of the rainbow in their eddying flight.

Many years ago the skeletons of two mastodons were found at the bottom of the Spring, and were taken out and shipped to the Smithsonian Institution; but the vessel they were on was wrecked off Cape Hatteras, and those interesting remains now lie at the bottom of the Atlantic. In 1881 a similar skeleton was discovered some eight feet below the surface of the ground in Taylor county.

The width of Wakulla Spring is about 250 feet; its form nearly circular, and the Wakulla river, which flows from it, is a deep and large stream, capable of bearing large vessels. At its mouth, where it flows into the St. Mark's river, it is about 100 yards wide. The Spring, with a large tract of land surrounding it, has recently been purchased by an eminent Cincinnati physician, who proposes to erect suitable buildings and establish there a winter sanitarium.

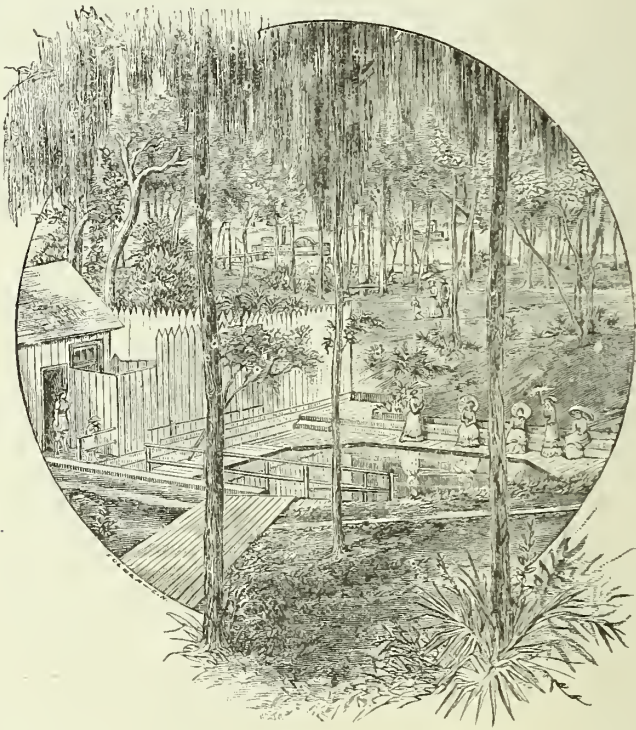
Wakulla, beauteous spring! thy crystal waters
 Reflect the loveliness of Southern skies;
 And oft methinks the dark-haired Indian daughters
 Bent o'er thy silvery depths with wondering eyes:
 From forest glade the swarthy chief emerging,
 Delighted paused, thy matchless charms to view;
 Then to thy flower-gemmed border slowly verging,
 I see him o'er thy placid bosom urging
 His light canoe.

ST. MARK'S, the terminus of the Branch, is a small town of seventy-five or eighty
 5 miles from Wakulla, people, who are mostly engaged in fishing and in the sponging
 21 " " Tallahassee, business; it has two stores and a dozen or two dwellings,
 besides the railroad warehouses and wharves. From St. Mark's to the mouth of the
 St. Mark's river, the distance is eight miles, with a deep channel all the way, through
 which large vessels are enabled to reach the wharf. A lighthouse of the second class
 stands at the mouth of the river.

The St. Mark's river is one of the most picturesque streams in America. Its source, like that of the Nile, is a mystery, but has always been believed to be the great Miccosukie Lake, from which a subterranean outlet is supposed to exist, extending to the "sink," where the St. Mark's begins its strange and devious course. The river is navigable for vessels of considerable size for some twenty miles, to a point near what is known as the Natural Bridge, another wonderful natural curiosity, which may be reached by a pleasant drive, through the pine woods, of eighteen miles from Tallahassee. Here the river, a broad, deep, sluggish stream, disappears suddenly into the bowels of the earth. No barrier arrests its course; the formation across its course is but three or four feet above the level of its waters; it simply appears that, at some remote period in the past, the bottom quietly dropped out, and, to all intents and purposes, from that point the St. Mark's river is no more. But a phenomenon equally astounding is its reappearance in a great basin some forty or fifty feet from its burial place, where it calmly comes up again, like a giant refreshed, from its journey to the centre of the earth, and resumes its placid course towards the Gulf. The intervening space between the exit and reappearance of this great body of running water is not over fifty feet in width, and has no appearance of a bridge, but is so exactly like the surrounding land on either shore, that persons passing over it for the first time enjoy the experience of that ancient worthy of nursery rhyme who "couldn't see the town for the houses"—he doesn't know it is a bridge until he has passed over it. Here, during the war, was fought the only battle in Middle Florida. A force of Federals

landed near the lighthouse, and were making their way towards Tallahassee, intent upon its capture, when they were met here by an inferior force of old men and boys, volunteers, picked up here and there in the general alarm, supported by only a company or two of infantry, and a small battery of artillery. These made a stand immediately at the Natural Bridge, and threw up earth-works, from whence the pass was gallantly defended, the Federals being forced to retreat after experiencing a considerable loss.

The Wakulla river is also picturesque and beautiful, and a trip from St. Mark's up to the Spring is one of the things no tourist of well-regulated mind and reasonably substantial body can afford to miss. At its mouth stand the remains of the ancient Spanish fortress of San Mareo, which was built of massive blocks of stone, and but for its demolition to furnish material for a large U. S. Hospital, built near its site some twenty years ago (itself now a miserable and not at all picturesque ruin), it might have been standing to this day. Two ponderous blocks of stone, one bearing a representation of the coat of arms of the Spanish King, and the other a battered inscription in Spanish, which once graced the fortress walls over the sally-port and the main entrance, were rescued from an ignoble use many years ago, having been discovered doing duty as door-steps to a saloon in St. Mark's by Gov. R. K. Call, and taken to his residence in Tallahassee, where they now remain.



GREEN COVE SPRINGS.

CONNECTIONS.

AT FERNANDINA :—

Steamships of Mallory Line to and from New York—weekly.

Steamers of DeBary-Baya Merchants' Line (Montgomery Route) to and from Brunswick, Montgomery and Savannah, connecting with the Georgia Railroad System and Coast Lines Northward—daily, and Steamships for Boston, New York and Philadelphia—tri-weekly.

Steamers of New York and Charleston and Florida Steamship Company—semi-weekly.

Steamer Martha, to and from St. Mary's River Landings—semi-weekly, and Town of St. Mary's—daily, except Sunday.

AT CALLAHAN :—

Trains of Savannah, Florida and Western Railway, to and from Savannah, Charleston and all points North and West, and Jacksonville—daily.

AT CHATTAHOOCHEE, (RIVER JUNCTION) :—

Trains of Pensacola and Atlantic Railroad, to and from all points in West Florida, and *via* through trains between Jacksonville and Pensacola, to and from all points North, West and Southwest—daily.

AT CHATTAHOOCHEE LANDING :—

Steamers on Apalachicola, Chattahoochee and Flint rivers, to and from Apalachicola, Bainbridge and Columbus, and intermediate Landings—tri-weekly.

AT JACKSONVILLE :—

Steamers of DeBary-Baya Merchants' Line, to and from all points on the St. John's river—daily.

Trains of Jacksonville, Tampa and Key West Railway, to and from Palatka—daily.

Trains of Jacksonville, St. Augustine and Halifax River Railway, to and from St. Augustine—daily.

AT GAINESVILLE :—

Trains of Florida Southern Railway, to and from Palatka—daily.

Trains of Savannah, Florida and Western Railway, to and from New Branford and Live Oak—daily.

AT CEDAR KEY :—

Steamships of Tampa Steamship Company, to and from Manatee River Landings and Tampa—semi-weekly.

Steamships of Florida and Havana Mail Steamship Company, to and from Tampa, Punta Rassa and Key West—semi-weekly.

AT HAWTHORNE :—

Trains of Florida Southern Railway, to and from Palatka and Gainesville—daily.

AT LEESBURG :—

Steamboats on Lakes Harris and Griffin, to and from all Lake Landings.

Trains of St. John's and Lake Eustis Railroad, to and from Astor.

AT TAVARES :—

Steamers for all landings on Lakes Dora, Harris, Eustis and Griffin.

Stage Lines to and from points in Orange County.

AT PANASOFKEE :—

Steamers for all landings on Panasofkee Lake and Withlacoochee river.

Stages of South Florida Stage Company, to and from Brooksville, Sumterville, Tampa and all points in South Florida—daily.

D. E. MAXWELL,
Gen. Supt.

{ FERNANDINA, FLORIDA. }

A. O. MACDONELL,
Gen. Pass. and Ticket Agt.

WALTER G. COLEMAN, Gen. Trav. Ag't, Corner Bay and Hogan Streets, Jacksonville, Florida.

METEOROLOGICAL RECORD.

The following table shows the maximum, minimum and mean temperature for each month of the years 1881, 1882 and 1883, and the first six months of 1884, at Jacksonville, Tallahassee and Cedar Key, three of the principal points on the Lines of the Florida Railway and Navigation Company, with annual mean temperature and highest and lowest temperature with dates at each point for each year; also a comparative recapitulation compiled from the several sections of the table.

This table is compiled, for Jacksonville, from data furnished by Sergeant J. W. Smith, U. S. Signal Service Observer at that place; for Tallahassee, from observations taken by W. A. Rawls, Esq., and published in the *Weekly Floridian*, of that place; and for Cedar Key, from data furnished by Gen. W. B. Hazen, Chief Signal Officer, U. S. A., from the records of his office in Washington.

JACKSONVILLE.

1881.

TEMPERATURE.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	72.0	78.0	80.0	88.0	96.0	99.0	99.0	96.0	94.0	88.0	83.0	79.0
Minimum.....	33.0	34.0	39.0	37.0	63.0	66.0	70.0	70.0	69.0	54.0	32.0	41.0
Mean.....	52.7	57.9	59.5	67.2	75.8	82.5	83.8	81.5	79.9	74.6	65.6	61.3

Annual mean temperature, 70.2 degrees.

Highest temperature and date, 99.0 degrees, June 22d and July 23d.

Lowest temperature and date, 32.0 degrees, November 25th.

1882.

Maximum.....	78.0	79.0	88.0	85.0	89.5	95.5	94.0	96.0	94.0	86.0	80.0	76.0
Minimum.....	32.0	38.0	47.0	56.0	54.0	65.0	71.0	69.0	65.0	51.0	38.0	28.0
Mean.....	62.5	61.7	66.8	70.9	74.5	81.1	80.9	81.6	77.8	72.6	60.0	54.2

Annual mean temperature, 70.4 degrees.

Highest temperature and date, 96.0 degrees, August 9th.

Lowest temperature and date, 28.0, December 17th.

1883.

Maximum.....	76.0	83.0	79.0	88.0	89.5	95.0	98.0	94.5	90.5	92.0	83.0	78.0
Minimum.....	29.0	40.0	40.0	52.0	54.0	68.0	69.5	70.5	62.5	59.0	43.0	30.5
Mean.....	57.9	64.3	60.4	70.1	73.9	80.9	84.1	80.8	76.5	74.2	63.3	60.5

Annual mean temperature, 70.6 degrees.

Highest temperature and date, 98.0 degrees, July 16th.

Lowest temperature and date, 29.0 degrees, January 21st.

1884.

Maximum.....	72.2	79.0	85.2	88.5	90.7	91.6	.....	.....	.....	.....	.....	.....
Minimum.....	21.0	36.8	42.4	47.2	62.3	61.7	.....	.....	.....	.....	.....	.....
Mean.....	51.7	62.1	66.3	68.7	76.5	76.9	.....	.....	.....	.....	.....	.....

Highest temperature and date, 91.6 degrees, June 26th.

Lowest temperature and date, 21.0 degrees, January 6th.

TALLAHASSEE.

1881.

Maximum.....	73.0	77.0	76.0	88.0	90.0	96.0	97.0	94.0	94.0	87.0	78.0	76.0
Minimum.....	32.0	32.0	44.0	47.0	70.0	76.0	73.0	72.0	72.0	66.0	32.0	39.0
Mean.....	52.4	56.1	60.5	69.5	79.5	84.8	85.1	81.6	81.8	76.8	65.1	61.0

Annual mean temperature, 71.2 degrees.

Highest temperature and date, 97.0 degrees, July 23d.

Lowest temperature and date, 32.0 degrees, January 1st and 2d, and November 25th.

1882.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	77.0	78.0	86.0	86.0	90.0	95.0	90.0	92.0	90.0	86.0	84.0	78.0
Minimum.....	32.0	38.0	50.0	61.0	63.0	70.0	70.0	72.0	70.0	63.0	43.0	32.0
Mean.....	64.8	62.9	69.3	73.1	76.4	80.5	81.2	80.9	79.7	75.8	63.9	57.3

Annual mean temperature, 72.1 degrees.

Highest temperature and date, 95.0 degrees, June 21st.

Lowest temperature and date, 32.0 degrees, January 2d and December 8th.

1883.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	71.0	80.0	79.0	89.0	90.0	94.0	96.0	95.0	93.0	92.0	80.0	79.0
Minimum.....	40.0	51.0	51.0	61.0	52.0	71.0	74.0	74.0	67.0	60.0	42.0	38.0
Mean.....	58.9	69.2	64.5	74.9	78.0	80.7	83.9	82.6	78.6	75.9	65.2	62.3

Annual mean temperature, 73.1 degrees.

Highest temperature and date, 96.0 degrees, July 17th.

Lowest temperature and date, 38.0 degrees, December 16th.

1884.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	68.0	79.0	83.0	85.0	90.0	84.0	.....	.....	.....	.....	.....	.....
Minimum.....	21.0	43.0	41.0	50.0	60.0	70.0	.....	.....	.....	.....	.....	.....
Mean.....	48.6	61.9	66.5	71.0	78.2	77.2	.....	.....	.....	.....	.....	.....

Highest temperature and date, 90.0 degrees, May 22d.

Lowest temperature and date, 21.0 degrees, January 6th.

CEDAR KEY.

1881.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	74.0	74.0	74.0	84.0	91.0	93.0	94.0	93.0	94.0	89.0	81.0	78.0
Minimum.....	34.0	35.0	40.0	38.0	66.0	68.0	69.0	69.0	68.0	57.0	33.0	42.0
Mean.....	54.6	57.8	58.3	66.0	76.6	82.5	83.1	81.7	80.7	75.6	67.2	61.8

Annual mean temperature, 70.5 degrees.

Highest temperature and date, 94.0 degrees, July — and September —.

Lowest temperature and date, 33.0 degrees, November —.

1882.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	74.0	76.0	82.0	85.0	90.0	91.0	92.5	92.0	92.0	86.0	81.0	69.0
Minimum.....	34.0	40.5	47.0	60.0	54.0	68.0	70.0	70.0	69.0	55.0	37.0	29.0
Mean.....	62.6	62.3	67.2	73.4	75.2	79.9	81.5	81.5	79.2	74.0	61.7	54.9

Annual mean temperature, 71.1 degrees.

Highest temperature and date, 92.5 degrees, July —.

Lowest temperature and date, 29.0 degrees, December —.

1883.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	72.0	79.0	74.0	86.0	87.0	90.8	92.5	96.0	90.3	87.5	80.2	75.4
Minimum.....	32.0	43.0	45.0	55.0	50.0	70.3	69.4	72.2	65.5	59.0	43.3	30.2
Mean.....	58.5	66.9	61.3	72.6	73.1	82.1	83.8	83.7	79.7	76.3	65.8	62.5

Annual mean temperature, 72.4 degrees.

Highest temperature and date, 96.0 degrees, August —.

Lowest temperature and date, 30.2 degrees, December —.

1884.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Maximum.....	68.9	77.4	78.9	84.8	90.0	91.0	.....	.....	.....	.....	.....	.....
Minimum.....	25.2	37.2	42.2	50.7	60.5	62.0	.....	.....	.....	.....	.....	.....
Mean.....	51.6	63.4	66.7	69.0	77.0	78.2	.....	.....	.....	.....	.....	.....

Highest temperature and date, 91.0 degrees, June —.

Lowest temperature and date, 25.2 degrees, January —.

RECAPITULATION.

Highest temperature, 99.0 degrees—Jacksonville, June 22d and July 23d, 1881.

Lowest temperature, 21.0 degrees—Jacksonville and Tallahassee, January 6th, 1884.

Highest annual mean, 73.1 degrees—Tallahassee, 1883.

Lowest annual mean, 70.2 degrees—Jacksonville, 1881.

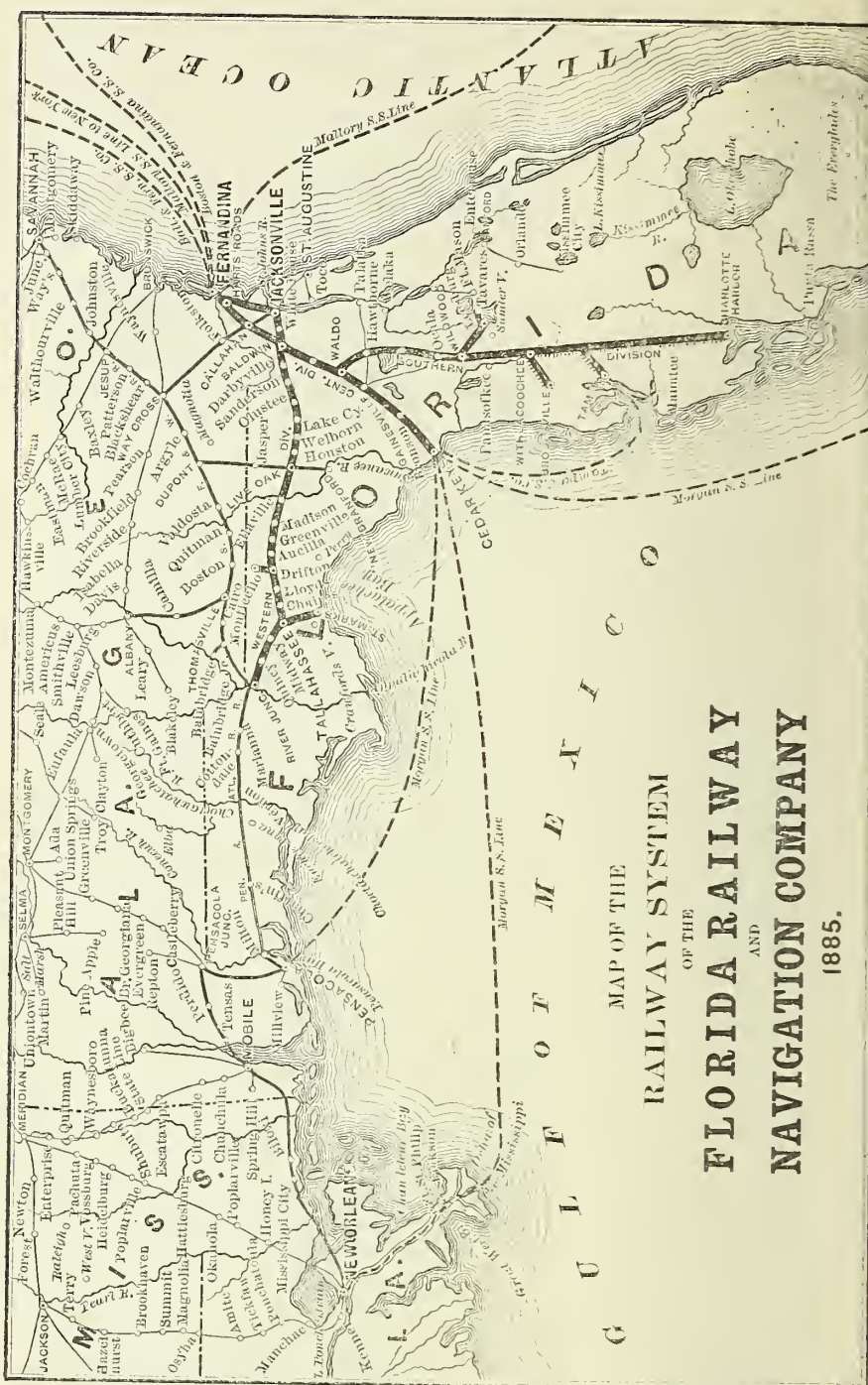
Highest average mean for three years (1881, 1882 and 1883), 72.1 degrees—Tallahassee.

Lowest average mean for three years (1881, 1882 and 1883), 70.4 degrees—Jacksonville.

Greatest range of thermometer in three and a half years, 78.0 degrees—Jacksonville.

Least range of thermometer in three and a half years, 70.8 degrees—Cedar Key.

STATIONS.	S. I. Cotton. Bags	Tpl. Cotton. Bales	Cotton-seed. Car-loads.	Corn. Bushels.	Oats. Bushels.	Field-peas. Bushels.	Rice. Pounds.	Honey. Pounds.	Sugar. Pounds.	Syrup. Gallons.	Wine. Gallons.	Irish Potatoes.	Resin. Barrels.	Turpentine. Barrels.	Hides. Pounds.	Fresh Meats. Pounds.	Live Stock. Car-loads.	Fish, Oysters, &c. Barrels.	Poultry. Dozen.	Eggs. Dozen.	Wax. Pounds.	Wool. Pounds.	Melons. Car-loads.	Vegetables. Crates.	Oranges. Crates.	Peaches. Crates.	Lumber, Logs, Timber, &c. C-T.	Staves, Shingles, etc. Car-loads		
Callahan.....										120		11	2854	645	230					24				1	548	177	20	17	72	43
Baldwin.....	46	46									40	136	822	8068	450					60		675			44			1428		
Lawley.....	583	44	4						504	2280		147	1350	2016	1				57	1350	21	1824			1251	177		1428		
Starke.....		43	11	187	31				410			255			17746				43	600					3646	250		9		
Waldo.....	2761	33	30																44	680					483					
Gainesville.....		6							40			1							6						3646	17		18		
Arredondo.....	129	6	17	4		9	710	761				156			7174				133	7380					3506					
Archer.....							430		10800			706							41	7440	50				3535					
Bronson.....	494	4	1			24			480			1102							18			848			3757					
Other Creek.....	15		1						1480			115			2767				78	1320					4007					
Cedar Key *.....	480		8			83	3000	2200	31000	6380		90			154334				11884	30	13000	8461			3839	70602		768		
TOTAL.....	1808	483	78	191	31	113	4700	2063	31504	26640	40	1631	2854	645	205820	450	20	13528	822	19140	1371	18181			102984	1384	287	2242	115	



MAP OF THE
RAILWAY SYSTEM
OF THE
FLORIDA RAILWAY
AND
NAVIGATION COMPANY
1885.



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“The Morgan” is situated opposite the State Capitol, in one of the most desirable and elevated portions of the city. It has an extensive tropical garden in connection, and flower-garden on the roof, commanding magnificent views of the beautiful and picturesque “Hill Country” for many miles around.

Tallahassee, the “Floral City” of the South, is famous for its numerous splendid flower gardens, where the choicest exotics delight the eye of the beholder, presenting a scene of loveliness rarely equaled and never surpassed. The hard clay roads leading to the numerous beautiful lakes in the vicinity afford drives, rides and walks such as can be enjoyed in no other part of the State.

The Culinary Department of “The Morgan” is under the supervision of one of the most celebrated *chefs de cuisine*, and the tables will be served to suit the tastes of the most exacting, including the finest of Fish and Oysters, direct from Lake and Gulf, in abundance.

The Office will be under the charge of Mr. Geo. H. Sprague, formerly of Sweet’s Hotel, Grand Rapids, Mich., and the Frazier House, Bay City, Mich., who is a courteous and polished gentleman, and “the right man in the right place.”

With the combined efforts of the Proprietor, Mr. Sprague and the Steward, Sam’l T. Crissy, late of Hotel Brighton, Coney Island, the guests of “The Morgan” can feel assured that they will receive every attention and enjoy every comfort and luxury known to the very best hotels of the country.

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(See opposite page.)

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Near the thriving settlement of Oriole, along the Charlotte Harbor Railroad, four miles west of Transit Railroad, which is now building, we offer for sale two thousand acres choice, selected, high rolling pine land at prices ranging from \$5 to \$25 per acre. Healthy locations, good neighborhood, early transportation facilities; railroad passes right through some of these lands. Ten acre lots for \$100 each.

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FLORIDA.

WINDSOR,

is the name of one of the prettiest and healthiest towns in Florida, or any other State. Situated on the eastern shore of Lake Newnan, a beautiful sheet of water some nine miles in length, abounding in fish. Nine miles east of Gainesville, two miles from Gruelle station on the Florida Southern Railroad, and four miles west of Campville station on the Peninsular Railroad.

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Windsor embraces a tract of about 4,000 acres, nearly one-half cleared. The soil is neither the white sand of so large a portion of Florida, nor the red clay of Georgia, but a dark, rich loam, producing excellent crops of all varieties of vegetables or the finest orange trees. The higher land is fifty feet above the lake, gradually sloping to the water. Lots varying from four to twenty acres, several fronting on the lake. Village lots for building purposes can be had at from fifty to two hundred dollars.

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The wonderful healthfulness of the place has been the subject of remark for the past thirty years. There are people now living there that have been residents for that length of time, and who assure us that for a population of seventy souls there was not a physician called before the war in fourteen years. What other portion of country can make so good a showing? It is high pine land with excellent water; sore throat and catarrh soon disappear here.

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Windsor is located on the ridge midway between Ocean and Gulf, giving it a steady, even climate. No hot nights here and few insects.

IMPROVEMENTS.

Windsor is young—barely six months old—and there are up and in course of construction about twenty houses, several of them costing from two to four thousand dollars; two saw and planing mills running, two stores up, and one office; another store building; a post office established; several orange groves set out; miles of streets cleared out—in fact, the whole face of the country is rapidly improving.

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During the winter more stores are to go up, one church, one academy, and a score or more of dwellings. A steamboat is to be put on Lake Newnan to connect with the Florida Southern Railroad at Gruelle.

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Windsor is easy of access. Take the steamer to Palatka, whence a ride of two hours on the Florida Southern Railroad takes you to Gruelle station; or Peninsular Railroad to Campville, three and a half hours from Jacksonville, and a hack ride of thirty or forty minutes will take you there.

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We have an excellent site overlooking the lake, of five acres, which we will donate to any party who will build a good hotel to accommodate fifty guests. No better place can be found.

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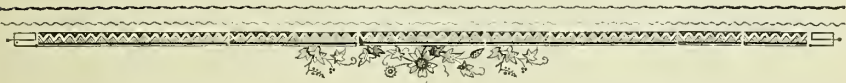
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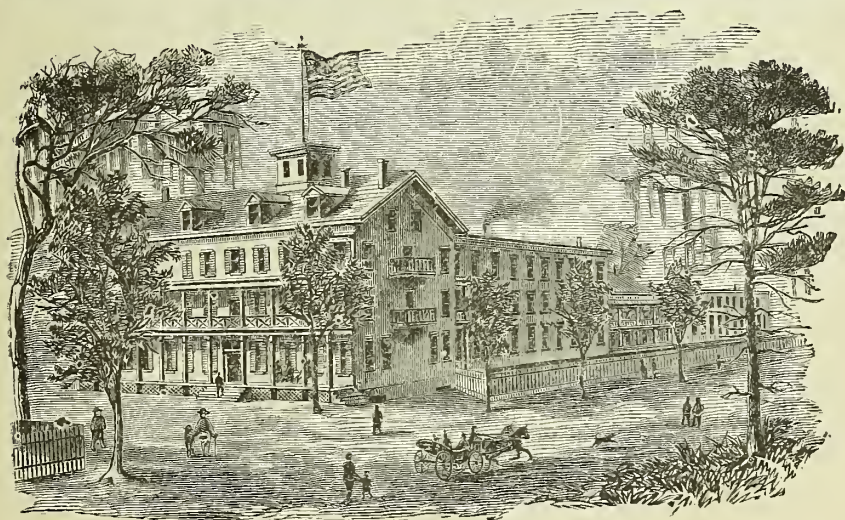
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The wonderful productiveness and the immense resources that could be developed from its sandy soil were never "dreamed of." It was not until within the past ten years that Florida has become widely known, not only as the "Land of Sunshine and Flowers," but also as the land of the orange, lemon, lime, citron, pineapple, banana, cocoanut, guava, mango and other semi-tropical and tropical fruits. Florida has also been recently styled the "Italy of America," and its climate and fruits are now acknowledged to be both of them superior to the renowned climate and fruits of Italy. Nothing has contributed so much to draw the attention of the civilized world to this "American Italy" as the great purchases of Florida lands recently made by Hamilton Disston and Sir Edward Reed, of England. The 2,000,000 acres acquired by the latter distinguished English capitalist were subsequently sold to the Florida Land and Mortgage Company, a corporation of English capitalists, and offices have now been established in London and Jacksonville, and the lands graded and put on the market.

The office in London is at No. 20, Buck-

lersbury; the Jacksonville office, No. 8 West Bay street, and under the charge of A. D. Basnett, as resident manager, and Arthur T. Williams, as Land Commissioner. Agencies have been also established in each of the counties where the Company holds lands, and information will be cheerfully given to all.

The lands of this corporation are situated in no less than twenty-nine counties in the State, embracing parts of West, East, Middle and South Florida. These lands were selected with great care out of all the lands then owned by the State by Colonel M. A. Williams, under the special supervision of the Hon. Hugh A. Corley, late a member of the Cabinet of the Governor of the State, Secretary of the Board of Trustees of the Internal Improvement Fund of Florida, Commissioner of Lands for Florida, etc

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A Glimpse of An Elysian Land.

BY REV. DAVID MOORE, D. D.

You ask me to tell your readers something about Florida in general, and of DeLand in particular. Let me say first, then, that the glory of Florida is its climate, and the great advantage of a winter spent here is, that invalids can live mainly out of doors, and breathe the fresh open air, and bask in the warm sunshine. Owing to the peninsular position of Florida, its climate is unique. It is different from that of any other Southern State, and you find nothing just like it either in Europe or on the Pacific coast. Of course it is warm—in the direct rays of the sun often hot; but we have constant breezes either from the Atlantic or the Gulf, which, while soft and balmy, are also cool and refreshing. Even in the hottest part of the day, if you step into the shade of an orange tree, or a passing cloud veils the sun, you find it at once deliciously cool. This is a peculiar and most grateful feature of the Florida climate. The air here has nothing of that oven-like heat which we often experience elsewhere, and which is so oppressive and prostrating. But it is difficult to give a definite idea of the exceeding beauty of this climate. To know what it is you must live in it. The only unpleasant weather we experience here is when the wind is from the North, and you are having a regular blizzard up there. Then it is chilly and disagreeable, doors and windows are closed, and fires are needed to be comfortable. But after two or three days the wind changes, the sun breaks out, and lovely Florida is herself again; the opening flowers exhale their fragrance, the mocking-birds pour out their marvelous songs, and all nature laughs for joy. Now, in this month of April, the weather is surpassingly beautiful.

IS IT HEALTHY?

But what about the health in Florida? you ask. Well, there are localities in Florida, doubtless, which are unhealthy. But take the State as a whole, reliable statistics show that its death-rate is lower than any other State in the Union, and that Florida is really one of the healthiest portions of our country. Of this particular region I can speak from personal knowledge. Situated as we are, five miles east of the St. Johns, midway of an extensive pine ridge, soil sandy, with no stagnant water in the vicinity, we have all the conditions of health that Florida affords, and in the highest degree. It is high and dry, and you may travel this entire plateau and not see any moss on the trees. There is sickness here, as there is everywhere, but after careful observation and inquiry, I am convinced that a large share of the cases of sickness here is owing to impure water. One of the drawbacks of Florida—and it has several, for it is not heaven—is the lack of good water. But pure water can be had. And when the people here come to use only filtered rain water, and take reasonable care of themselves in other respects, I am persuaded that cases of serious illness will be few and far between. This is beginning to be better understood, and people are building large cisterns and using good filterers. We have done what we could to shed light on this subject.

But you have malaria in Florida, you say. Yes: along the rivers, on the low hammock lands and in marshy locations, especially in the latter summer months, there is no doubt a good deal of malaria. But even on the rivers, during the winter months, there is little to be feared from malaria, and in fine uplands like this, nothing at all. Year in and year out there is not half as much malaria on this orange ridge as there is in portions of Westchester county, say along the Bronx river, and in many other localities in our Empire State, not to speak of Jersey and the West. The fact is, this entire high pine region is exceptionally healthy. Fevers are of a mild type, diphtheria and scarlet fever are almost unknown, and upon invalids suffering from disease

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of the respiratory organs, this balmy climate acts like a charm. Not a few come here in the last stage of consumption, and, of course, they sink down and die. Florida will not raise the dead. But thousands seriously affected with catarrh, asthma, bronchitis, and other kindred diseases, come here and get well, or at least they are greatly benefited, and their lives are prolonged. When we came here last November, my wife had a distressing cough, her breathing from asthma was most painful, and for years she has scarcely ever been free from catarrhal colds. The first three weeks she seemed worse rather than better, and we feared that, like so many, we had come too late; but the fourth week, with God's blessing, the genial climate began to exert its healing influence. Soon cough, asthma, and catarrh disappeared, and have not returned. She has been able to live largely out of doors, has enjoyed life immensely, and is now comparatively well. You do not wonder we have pitched a tent for a winter home in this land of sunshine and flowers, for this climate is simply healing and life to her. And hers is not a solitary case. There are scores of similar ones all around us. I have talked with many who told me they were slowly but surely dying at the North, but coming here got well, and are now doing their own work. A well-known Ph.D., of Philadelphia, a great sufferer from asthma, told me, a few weeks ago when he was here, that during the ten days he had been in Florida he had experienced entire relief from asthma, had slept like a child, and gained seven pounds. There is no question in my mind, that, as Florida is better known, it will come to be more a place for winter homes for Northern people; and invalids, instead of going to the south of France or Italy, and thus placing the ocean between them and their homes, will seek healing and comfort in their own beautiful Florida, and to their immense advantage. Florida will yet become one vast sanitarium. Its climate alone, so beautiful and salubrious, is enough to make Florida a rich and prosperous State; but it has immense resources of its own which are only just beginning to be developed. And this leads me to speak of DeLand in particular.

WHERE AND WHAT DeLAND IS.

As already stated, DeLand occupies the middle portion of a high plateau or undulating swell of land, twenty miles long and five wide, thickly covered with yellow pine and dotted with beautiful lakes. The soil is a light sand, and to one coming from the rich grain lands of Central New York or the West, it looks extremely poor. You think that fifty acres of it would not raise enough to feed a blackbird, and very likely your first feeling is one of disappointment and perhaps disgust. But it is by no means as poor as it looks, as witness these noble pines, these luxuriant orange groves, and this immense growth of weeds and wild grasses. It is so easily worked that all the plowing is done with one horse or a mule, and if you stir it frequently and fertilize it even as much as you do at the North, it will raise almost anything. Six years ago there was only one house here, with a small clearing around it, and here and there a cabin far away in the wilderness. Now there is a thriving town, throbbing with life and energy—a live Western town in a Southern clime. Between forty and fifty buildings, some of them large stores and first-class dwellings, have been erected since we came here, and the sound of the axe, and the saw and hammer, heard daily from morning to night, tell you that other buildings are going up on every side. How can I give you an idea of the place?

Imagine yourself standing with me at the junction of New York Avenue, running east and west, and Woodland Boulevard, the Fifth Avenue of DeLand, crossing at right angles. Look about you. You see five stores for all kinds of merchandise—dry-goods, groceries, flour and feed, drugs, furniture, millinery, jewelry, etc., a bakery, a bank, and, I am sorry to add, two or three saloons. Looking north down the Boulevard you see a row of trees planted through the middle of it, and extending a full mile. They are water oaks, wild oranges, and magnolias, alternately. See what wide-spreading tops they are already throwing out, for vegetation grows with amazing rapidity here. Imagine what a beautiful sight they will present and what a grateful shade they will afford three years from now. Strolling down the Boulevard, we pass the office of the *Florida Agriculturist*. Colonel Codrington, the able editor, has more than fifty varieties of the citrus family in his orange orchard, besides a great variety of tropical and semi-tropical plants, fruits and flowers. The *Agriculturist* is richly freighted with valuable information, and is a recognized authority on all Florida matters.

"What is that beautiful edifice on yonder rising ground on the east side of the Boulevard, with stained-glass windows and slender spire?" you ask. That is the Baptist Church, the pride of DeLand. It is finished, furnished, and paid for, and is a real gem in its way. To-morrow is the first anniversary of its dedication, and, with the Master's presence and blessing, we expect to have a glorious time. The membership, though not large, is of excellent material, the Sunday congregations are good, the prayer meetings well attended and interesting, and the Sunday-school large and flourishing. That square cottage over yonder is the residence of our rosy-faced, good-natured, excellent pastor, Rev. A. L. Farr. Step over, and he and his amiable wife, Strong as a maid, and stronger Farr as wife, will give you a cordial welcome. That cottage nestling in the pines, this side the pastor's, is the winter home of Rev. A. B. Knight, of Kentucky, a grand man, but in broken health. His excellent wife is the daughter of Rev. Dr. Ryland, of Richmond. This neat cottage on the Boulevard, just beyond the church, is brother Stockton's. He was a member of Dr. Farnley's Church, Jersey City. He is a wide-awake Christian worker, and conducts a flourishing mission Sunday-school at Winimissett, some three miles east of the town. That residence next to him belongs to his business partner, brother McLaurine, a genial, warm-hearted Virginian, whose cheery greeting always gladdens your heart. The next tasteful cottage with bow-window in front, is occupied by Mrs. Steadman and her accomplished daughter, of Oswego. The next, a very pretty one, just finished, and unoccupied as yet, belongs to young brother Frayser. The cozy cage awaits the coming bird. That larger house farther on belongs to Judge Henry, of Cincinnati, and the cottage still beyond is the winter hide-away of your humble servant. These are all Baptist families except one; but I mention them thus in detail not because they are Baptists, but to enable you to realize what kind of people make up the community of DeLand. They are largely from the North and West, a considerable number from Kentucky, and a sprinkling

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from the other Southern and Eastern States. A more intelligent, enterprising, and in every way excellent people you do not find anywhere in city or country. They appreciate schools and churches, are a Sabbath-keeping, church-going people, good, kind neighbors, just such people as you would like to live among. Nearly all the religious denominations are represented here. A few weeks ago the Methodists dedicated a very neat and commodious church, and a finer-looking audience than that which crowded the house on that occasion you seldom see. Intelligent strangers present remarked it. The pastor stated that some \$450 were needed to enable them to dedicate the church free from debt. In a few minutes more than \$600 were subscribed, the Baptists present—and they were all there—contributing as liberally as the Methodists themselves. This again shows the kind of people we have here. The Presbyterians and Episcopalians worship at present in the school-house, but will soon build. The Disciples and Catholics have also church organizations. Besides, there are two colored churches, Baptist and Methodist. There are good public and select schools here now, and institutions for higher education will be planted in the near future.

FLORIDA'S MAIN BUSINESS.

Your readers are aware that the raising of oranges is the main business here. Lemons, limes, pineapples, bananas, sugar-cane, and other semi-tropical fruits, are successfully cultivated. But the great industry is orange culture. Everybody has an orange grove, if only an acre, but the majority of groves about here range from two to five and ten acres, five being the most common. Of course there are larger groves—twenty, thirty and forty acres. O. N. Hull, Esq., of Cedar Rapids, Iowa, has sixty acres in one grove, and in all 150 acres, containing more than 12,000 trees. While here this winter he bought three acres in town, cleared and planted it, and will build next winter. Mayor Hull evidently believes in Florida and in the orange business, and he is one of the shrewdest of men. Most of the groves in and around DeLand are young; only a few are in full bearing. Dr. Gillen's grove of 1,500 trees, in the suburbs of the village, was laden with its golden fruit when we came here. And never had my imagination conceived anything half so rich, beautiful, and glorious as that grove with its wealth of rich, ripe oranges. About Christmas I visited the famous Norris Grove, at Spring Garden, seven miles from here. It is mainly on low hammock land, and the trees are budded into sour oranges, growing wild in the hammock—the other timber of course being cleared away. This is one of the largest groves in this vicinity. What a sight! Oranges, oranges everywhere! A wilderness of wealth and beauty. Major Norris told us that he had already shipped 500,000 oranges, and that he has half a million more to pick and ship. He conducted us from tree to tree, urging us to eat of this kind and eat of that, and still another and another.

At last he led us to a tree in the orange grove, which in its shape and color was perfectly beautiful. Not satisfied with feasting us from the trees, the genial proprietor insisted on putting a large bagful into our carriage to take home. As we drove back through the grove, and all its glory came into view again, I felt indeed that it was worth a journey across the continent to behold that sight. No description can give any adequate idea of the exceeding richness and beauty of an orange grove in full bearing. Imagine yourself surrounded by trees thirty feet high, with thick, glossy green foliage, bearing from 2,000 to 5,000 oranges each, laden from tip top to the ground, and often hanging in clusters of five, ten, fifteen, and sometimes even more—apples of gold in pictures of emerald. Do you wonder that any one beholding such a sight gets the orange fever? I can assure you that they all do.

This orange business is what brings so many here. During the past five months there has been one continual stream of people coming and going, sometimes fifty in a single day, and every hotel and boarding house has been full to overflowing. A great many of these have made investments and arranged to have groves planted. You may get some idea of the movement of things here when I tell you that this winter Mr. DeLand alone has sold orange property to between fifty and sixty different parties, and that his purchases and sales have amounted to about \$100,000. What other real estate men have sold I have no means of knowing. As a result of these large investments, this entire orange belt, from Spring Garden on the north, as far as beyond Orange City on the south, is being transformed with amazing rapidity from an extensive pine forest into an immense orange grove. In riding over the length and breadth of this plateau, you can scarcely get out of sight of an orange grove, or a clearing prepared for one. Here is a cabin, there a cottage, and yonder a mansion. And for all this immediate surrounding region, DeLand is the business center and source of supplies. Real estate is steadily on the rise. It has doubled in the past two years, and everything betokeus a further advance.

The Palatka and Indian River Railroad is to pass through this place. The route is surveyed, the right of way mostly secured, engineers are finally locating the line, gangs of hands are at work grading, and it is expected that the road will be completed to this place in time for next winter's traffic. When I see what has been done here in DeLand—a whole town built, and the country for five miles around dotted with homes of thrifty settlers, and remember that all this has been accomplished in six years—the greater part of it indeed in three years—I am astonished at the mighty forces which have been and still are at work. This wonderful growth has been owing in no small degree to the enterprise and energy of H. A. DeLand, Esq., of Fairport, N. Y., after whom the town is named. In all his operations here he has pursued a truly liberal and enlightened policy. In no case has he gone for the last dollar he could get for property, but has frequently bought land and turned it over to actual settlers at a small advance, sometimes at just what it cost him, thus enabling purchasers to do well for themselves, and at the same time to be a help to the place. He has been the wise counselor, the trusted friend, and the willing helper of hundreds of people from all parts of the country, and has ever shown a generous liberality toward every enterprise which tended to the material or spiritual prosperity of the community.

It is now a demonstrated fact that this entire plateau is specially adapted to the raising of the finest oranges. You, yourself, Mr. Editor, have had a taste of them, and testified publicly

For further information apply to H. A. DeLand, Fairport, N. Y., or to J. Y. Parce, or C. H. & S. B. Wright, DeLand, Fla.

through the *Examiner* as to their quality. As for this plateau, DeLand, as I have said, is the business center, and has all the advantages named; it is my deliberate conviction that its prosperous future is secured.—*New York Examiner*.

DeLAND IN ITS MATERIAL AND SOCIAL ASPECTS.

BY REV. J. H. GRIFFITH, D. D.

The child is said to be father to the man. This is as true of places as of persons. The circumstances of its settlement and the character of its first settlers impart their peculiarities to a community, and determine its individuality. DeLand is no exception to this general rule. Its origin was a prelude and prophecy of its subsequent history. This town did not originate in a huge real estate speculation, having as a basis an extensive tract of unimproved lands, coupled with expectations. Its early founders were not quixotic adventurers who played a mere game of chance in founding it. From the records of the first gathering of a few pioneers at which it was decided to found a town, the unique and remarkable statement is taken that they desired to found a town "on Christian principles." To this, as a germ and fountain head, may be traced many of the special features of its material and social aspects.

ITS MATERIAL ASPECTS.

In the first place, there has been and still is, the absence of the purely speculative element to a remarkable degree. This is the more significant when the rapid development of the place is taken into account. There has been great growth in values. Property is continually changing owners. Men buy and sell to realize on the advancing prices. And yet there has not been in all this real estate activity the purely speculative element. This is due to the fact that the advancing prices of real estate have been the result of a corresponding advance in value. The rise has been an effect, not a cause. It has not originated in inflation. The place has not been forced into a financial fever to render reaction and prostration inevitable. Its growth thus far has been normal and healthful. This feature of its growth imparts solidity and strength to its development, and promises these features in the years to come. It bespeaks honesty and integrity for those who have led in building up the place.

Its democratic character is another feature in its material aspects. Its advantages have never been monopolized by a few. The many have shared the benefits accruing from its development. Proof of this is found in the fact that to-day over 500 individuals own real estate in the town and its immediate vicinity. These represent thirty-two states, two territories, England and the West Indies. In this aggregate is found that variety and diversity which are essential to the best development of any community. The rich and the poor must meet together. Capital and labor are the complement of each other; each is needful to the other.

Another important item in the material aspects of the place is that a large proportion of its people are permanent residents. DeLand is not a mere winter home, where people stay for a few months to escape the rigors of a Northern climate. The great majority live here. This is their home. The North is their visiting place. The stores, shops, offices and other places of business are open the year through, and this will continue to be the case. The more fully people come to know the salubrity of the climate, the healthfulness of the place, and the cool, delightful breezes that come here from the ocean even in mid-summer, the more will this become a community of permanent residents. The relation of this feature to the material prosperity of the place is apparent to all. The growth of its interest, like that of its orange groves, must be perennial. Its undeveloped material resources form an important item in this direction. Any one who has studied the natural and present condition of Florida with any care, can but feel that the State is just entering upon its career of growth. It is in its infancy yet; its enterprises and industries are in their incipient stages. Orange culture has not yet reached maturity, either as to methods or results. Other possibilities are still latent. In all these considerations, DeLand and its contiguous territory are entitled to their full share, and from them will derive a proportionate benefit.

ITS SOCIAL ASPECTS.

The social, not less than the material aspects of this place have been shaped and hewed by the circumstances of its origin and early history. It is a community of high average social culture. Intelligence and refinement prevail to a greater extent than is usual in new settlements. This is seen in the very appearance of the town. Its broad and regularly laid out streets, its neatly painted dwellings, its yards tastefully decorated with shrubs and flowers impress the visitor as he first beholds it. If he enters the homes of its people this impression will be greatly deepened. A cultured hospitality and a cordial reffuement will meet him on every hand, and for the time he will forget that he is in a young settlement where five years ago was almost an unbroken forest. The atmosphere of the community is as democratic socially as it is materially.

Intellectually regarded, DeLand is not less marked. No sooner had its pioneers decided to found a town than they decided to build a school house and provide facilities for the education of the young. A commodious and well finished school building was immediately erected through private contributions. The place has outgrown the capacity of this edifice, and the present sea-

For further information apply to H. A. DeLand, Fairport, N. Y., or to J. Y. Purce, or C. H. & S. B. Wright, DeLand, Fla.

son a still larger building is to be erected, and a graded school is to be organized. The children are infected with the same educational zeal. Many most interesting instances could be cited where children under twelve years of age come two miles to school, frequently walking the distance. During the present year an Academy has been opened and a large and commodious building will be ready for occupancy in the fall. This school has already over forty pupils in attendance. DeLand will undoubtedly become an educational center, for the development of the State will demand additional educational facilities. The mildness and healthfulness of its climate will attract many who do not wish to endure the severity and face the hazards of Northern winters. The equable temperature, the refreshing breezes from the ocean and the cool, delightful nights, unite to render this climate and locality favorable to educational pursuits.

This hasty, imperfect glance at the social aspects of the town would be glaringly defective if mention was not made of its religious element. The church started side by side with the school, and it may not unaptly be styled a place of churches. There are already nine different religious societies, and five of these have houses of worship. The first to erect a church were the Baptists, who have a very tasty and commodious building costing nearly \$4,000. The Methodist Episcopal society have a very neat and comfortable house. The Protestant Episcopal church is building a place for worship, with the architectural taste for which as a denomination it is so well known. The Presbyterians have purchased the property used for a school house, and are to fit it up for a church, while the Roman Catholics have just broken ground for a house of worship. Thus the town, in its material, mental and moral aspects, invites and welcomes the stranger into its midst, and promises prosperity for the future.

It is no exaggeration to say that the growth of the place has only begun. The more fully its features and possibilities are known the more will intending settlers avail themselves of these advantages. In the desire to further this end, this fragmentary sketch has been penned.

DeLAND ACADEMY.

J. H. GRIFFITH, PRINCIPAL.

Having completed the first year's work in education with this school, it will not be out of place to state a few facts that the year has brought to light. The attempt to found a school here of an academic grade was an experiment. Many questions vital to the success of such an institution were untried. No such school had been opened so far South. The problem has not been solved, but the solution has already proceeded far enough to insure ultimate success. The number of pupils has far exceeded our expectations. During the year there have been fifty-six different pupils in attendance. Some of these have come only part of a term, others an entire term, and still others have attended the entire year.

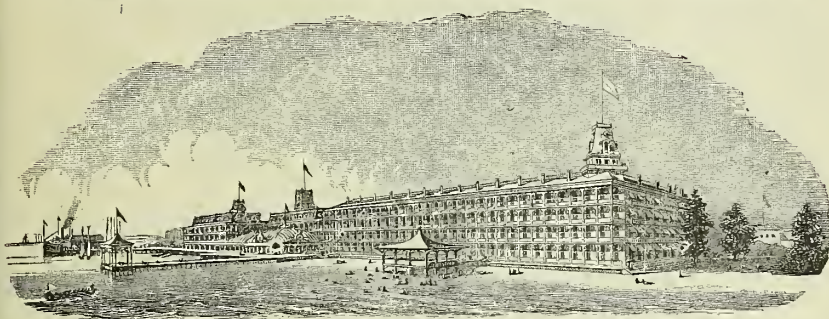
The healthfulness of the students has been remarkable. Of the entire number, but one, to my knowledge was compelled to leave on account of sickness. When it is remembered that many of these pupils had been in delicate health at the North this fact is the more remarkable. The most robust scholars were those of DeLand and the immediate vicinity. There is sufficient proof of the healthfulness of the place. It has also proven to be a location favorable to mental application. So much had been said and accepted respecting the enervating influences of Southern climate that I felt it might be needful to expect less progress in study here than in the North. I am fully convinced the very opposite is the case. A pupil can do more work here in the same time than in the North. The pure air, the bright sunny sky, the mild and even temperature, and the absence of much that diverts the student's attention in other places, all combine to render this a favorable situation for intellectual application. While the academic year here will be several weeks shorter than in many Northern institutions, pupils will have no difficulty in doing the same amount of work.

So much for the past. A word as to the future.

The next year will open about the middle of October next, when we expect to have a new and commodious building ready for occupancy. Mr. DeLand, under whose auspices the school has been opened proposes at an early day to have the institution incorporated and a board of trustees chosen to whose fostering care the school will be committed. It is to be a public institution, for the benefit of the public, devoted to the interest of the great cause of Christian education. It is not now, nor is it designed to be a money making enterprise. The income the past year above expenses would not have supported one person. If our citizens and those interested in the welfare of our community give to it the support and sympathy which such an institution deserves and must have, DeLand will become a great educational centre for this State, and a place where hundreds of young men and women will come to escape the rigor of Northern winters.

For further information apply to H. A. DeLand, Fairport, N. Y., or to J. Y. Purce, or C. H. & S. B. Wright, DeLand, Fla.

HYGEIA HOTEL, OLD POINT COMFORT, VIRGINIA.



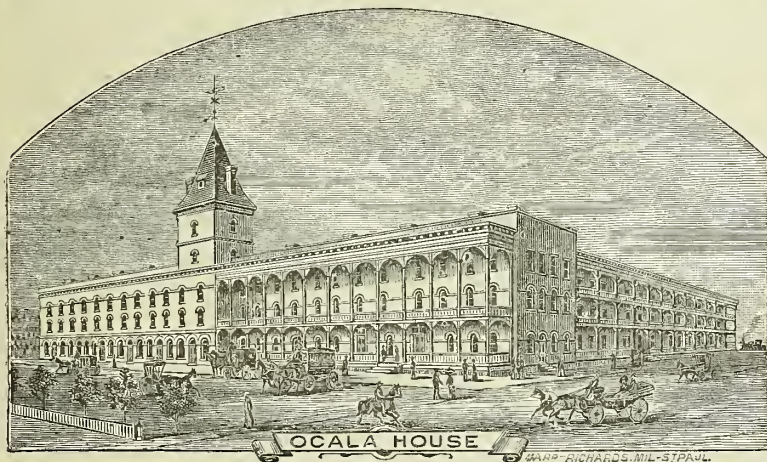
HAVE YOU EVER VISITED OLD POINT COMFORT?

If not, you have failed to learn from personal experience that here is located one of the grandest of American tourist hotels. The vast and popular Hygeia Hotel, located within 100 yards of Fort Monroe, has comfortable accommodations for 1,000 people, is open throughout the year, and is a most delightful stopping place en route to or from Florida in the spring. Comfortable Beds, excellent Cuisine, Turkish, Russian, Roman, Electric, Hot and Cold Sea-water Baths its notable characteristics. Superb music by the U. S. Artillery School Band, picturesque details of Military and Naval life, thrilling historic surroundings, and a dry and agreeable climate.

For terms, descriptive circulars, etc., address by mail or telegraph

H. PHŒBUS, PROPRIETOR.

OCALA HOUSE, OCALA, MARION COUNTY, FLORIDA.



L. M. THAYER, PROPRIETOR.

Open from November to June.

The Ocala House, which fronts the public square, is a handsome new brick edifice having 200 rooms. Its halls, drawing and dining rooms and sleeping apartments are spacious, conveniently arranged and tastefully furnished. The table and service are first-class. Ocala is a beautiful town in the heart of a rich, a progressive, a picturesque and a healthful country. The most valuable orange groves in the State are in its near vicinity. Silver Spring, one of the most wonderful features of Florida, is but five miles distant and is reached by carriage and railroad.

COLUMBIA COUNTY.

✧ THE MOST DESIRABLE OF ALL FLORIDA COUNTIES. ✧

✧ T H E ✧

Columbia County Immigration Association.

C. A. FINLEY, Secretary, LAKE CITY, FLA.

GEOGRAPHICAL POSITION OF COLUMBIA COUNTY.

According to the established Government Survey, Columbia county occupies the geographical centre of the State, is the centre of trade of the Eastern counties, possesses an enviable climate, a freeness from damp fogs that delights the invalid and pleasure seeker, and a hospitable and warm hearted population that will make the visitor welcome.

CLIMATE.

Columbia has been dubbed the "Italy of Florida," and richly she deserves the cognomen. Her atmosphere is even and dry, giving to the health seeker that invigoration sought for. The climate is simply delightful: salubrious, invigorating and healthful. The breezes from the south and southwest come freshly laden with the salts of the Gulf of Mexico, while from the northeast, east and southeast the invigorating breath of the broad Atlantic fans the cheek.

SOIL.

Columbia county, boast of every description of soil and from her large area can be picked lands suitable to every agricultural, horticultural and pomological enterprise known. Hammock lands abound in profusion. The pine lands are of the best and most durable quality.

PRODUCTS.

The agriculturists reap bountiful harvests of Corn, Cotton, Rice, Potatoes, Hay, Oats, Rye, and every variety of field crop. The horticulturist luxuriates in his heavy and productive shipments of Cabbage, Cauliflower, Peas, Beans, Okra, Egg Plant, Irish Potatoes—in fact every description of vegetable that adorns the table. The fruit-grower can show the record of handsome orange shipments, (Columbia county Oranges take the lead in the Atlantic markets over all other Florida Oranges for quality and size). Columbia county is the home of the luscious peach, the pomegranate, the succulent fig and the wine-producing grape. Many large and productive vineyards are scattered over the county.

TRANSPORTATION.

The county is cut in half from east to west by the line of the Florida Railway and Navigation Company, Lake City, the shire town, being situated on that line of road, 59 miles from Jacksonville. Tickets from all parts of the United States can be secured over this Line, the Management of which permit its Conductors to give "stop-over" privileges to such as desire to stop and visit Lake City. The Florida Southern, running to Tampa, will soon be completed to Lake City. The Macon Air Line Railway is proposed and a preliminary survey has been made, to run through Lake City, through the Peninsula.

EDUCATION.

The Florida State Agricultural College and University is located at Lake City. This College will be made one of the finest educational institutions in the Union. It is presided over by one of the best faculties in the country and the following branches are taught: Classics, Literature, Science, Philosophy, Agriculture, Engineering and Military Tactics. Thorough training is also offered by this fine institution of learning, in sub-collegiate classes. The Peabody Public School is another institution of learning, located at Lake City. This school has been brought up to a high standard. Many private schools are presided over by energetic and competent teachers. There are FIFTY-FOUR public schools in operation in the county besides the private schools and the College, thus offering to the settler unsurpassed advantages.

RELIGIOUS ADVANTAGES.

Every neighborhood in the county has its places of worship, claimed by the various denominations. Lake city has seven churches, classed among the following branches of Christians: Methodists, Baptists, Episcopal, Catholic, Presbyterian.

"GEM OF THE LAKES."

This name has been appropriately given to Lake City, the shire town of Columbia county. Lake City has a population of 2,000 souls, and is cozily nestled among seven beautiful lakes, whose shores are crowned with the majestic oak, stately magnolia and the waving beech, from the branches of which hang pendant festoons of the lovely Spanish grey moss, framing a picture beautiful to behold, "once seen always to be remembered." The beautiful shade trees of the city excite admiration in even the most uromantic of her visitors. One can rest in Lake City, feeling that indeed they have struck an Eden of pleasurable rest and health. Lake City has thirty-eight business houses.

COLUMBIA COUNTY SHIPMENTS.

From carefully compiled statements from the books of the Florida Railway and Navigation Company and the Southern Express Company, Columbia county ships in produce raised from her soil an average of \$750,000 in value each year. This will give the immigrant and home seeker an idea of this fine productive county, the fertility of her soil, the activity of her citizens and the remuneration in investing in her property. The orange shipment from our county is beginning to excite comment from more southerly counties.

N. B.—A copy of the "Columbia County Pamphlet," issued by the Columbia County Immigration Association can be had by applying (with stamp) to C. A. Finley, Secretary Immigration Association, Columbia County, Lake City, Florida. This is a sterling work and is the most faithful and truthful work of the kind ever issued.



◇ BELLEVIEW ◇

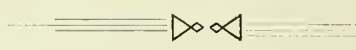


MARION COUNTY, FLORIDA.

BEAUTIFUL, * HEALTHY * HOMES,

—WITH—

THE * RICHEST * LAND.



Health and rich lands do not often go together in Florida. There are many lovely towns in the State, that are healthy; but where this advantage is enjoyed the lands are almost invariably poor.

The projectors of this enterprise have undertaken to establish a town that shall be perfectly healthy, and at the same time provide the settler with the richest land in the State for Farming and for Orange Growing.

Belleview combines both these advantages in a higher degree than any other place in Florida.



THE TOWN SITE OF BELLEVIEW



is one of the most delightful and healthy in the State. It is beautiful rolling pine land, with pure Freestone Water, while within one mile of the depot, and immediately adjoining the town, lies the famous "Long Hammock," one of the largest, and the very richest Hammocks in the State.

The settler can reside in this healthy, enterprising town and enjoy all its social and educational advantages, and within easy access have his rich, productive little farm and orange grove.

This place is now filling up rapidly with the most intelligent, Christian people, mostly from New England. The best of schools will soon be in operation, and all the advantages and facilities of church and education, that characterize a live New England town will soon be found here.

All the deeds given by this Company exclude the sale of intoxicating liquors and gambling, forever from these grounds.

Send for a circular and further information.

C. L. ROBINSON,

President, Jacksonville, Fla.

JOHN F. DUNN,

Vice-President, Ocala, Fla.

SAMUEL AGNEW,

Treasurer, Ocala, Fla.

E. W. AGNEW,

Secretary, Ocala, Fla.

J. H. FOSS,

Gen. Manager, Belleview, Fla.

DEBARY-BAYA



MERCHANTS' LINE.



CARRYING THE U. S. MAIL,

Double Daily through from Jacksonville to Sanford and Enterprise.

REGULAR MAIL DOUBLE DAILY

For Green Cove Springs, Toco, Palatka, Welaka, Georgetown, Volusia, DeLand, Orange City, Sanford and Enterprise and intermediate landings south of Palatka.

Connects at Palatka with Florida Southern Railroad for Gainesville and Ocala, and with Steamers for all points on the Ocklawaha river.

Connects at Astor with St. Johns and Lake Eustis Railroad for Lakes Eustis and Harris, and all points on the upper Ocklawaha.

Connects at Sanford with South Florida Railroad for Longwood, Maitland, Orlando and Apopka City, and with Steamers for Rock Ledge, Salt Lake, Indian River and other points.

Connects at Enterprise with Stage Lines for Halifax, Smyrna and Indian River.

RETURNING,

Leaves Enterprise daily at 7 A. M., Sanford on arrival of train from Orlando, making close connections with the St. John's and Lake Eustis Railroad at Astor, and at Palatka with Florida Southern Railroad for Gainesville, Ocala, etc., and at Jacksonville with all the lines of Steamers and Railroads for the NORTH, WEST, and NORTHWEST.

THROUGH BILLS OF LADING GIVEN TO ALL POINTS.

The Steamers of this Line are first-class in every respect, the Staterooms being supplied with the celebrated Tucker Hair Spring Mattresses.

TABLE UNSURPASSED.

Each Steamer having on board one of the Chickering's Upright Pianos, with all the other comforts that could be desired by the Pleasure-seeker and the Traveling Public.

DAYLIGHT LINE

— FROM —

PALATKA TO SANFORD AND ENTERPRISE.

One of the new and elegant side-wheel saloon steamers—ANITA or PASTIME—will leave PALATKA every morning, Monday excepted, for

SANFORD, ENTERPRISE AND ALL INTERMEDIATE LANDINGS.

RETURNING—Leave Enterprise every morning for Palatka and all intermediate landings, making the entire distance both ways by daylight.

W. B. WATSON,

Manager.

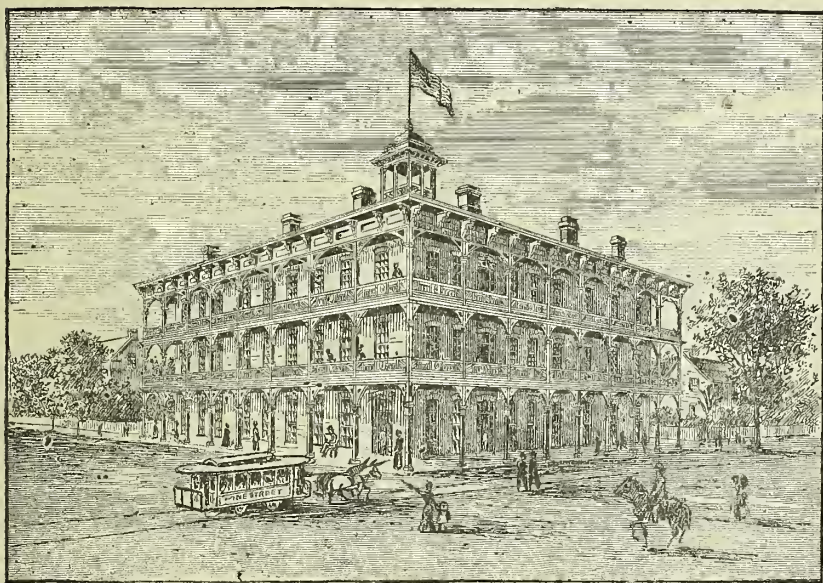
CHAS. B. FENWICK,

General Freight and Passenger Agent.

TREMONT HOUSE,

* JACKSONVILLE, * FLORIDA. *

H. D. DODGE, Proprietor.



This House is situated CORNER PINE AND FORSYTH STREETS. The most accessible of any house in the city. It has just been enlarged to more than twice its former capacity; has been extensively furnished; Electric Bells added; has hot and cold water Bath-rooms, and rooms with baths. South and East exposuro, and over four hundred feet of Piazzas for promenading; in short has all modern improvements, and the *cuisine* is unexcelled by any house in Florida. The comforts of the house have been greatly improved, but the **PRICES REMAIN THE SAME.**

Special Rates by the month.

ROOMS MAY BE SECURED BY MAIL OR BY TELEGRAPH.

— THE —



EGMONT,

FERNANDINA, FLORIDA.

This new, elegantly furnished and perfectly appointed Hotel will be open, as usual, for the entertainment, under new and superior management, of its old patrons and the general traveling public. Its plan of construction, complete and perfect arrangement, luxurious furnishing, eligible situation, the number and variety of its modern conveniences and appliances for the comfort and amusement of its guests, render it positively unsurpassed by any establishment of the kind in the South for superior and attractive accommodations. Large piazzas front the first and second floors around the entire structure; the sunlight has access to every room; lighted by gas and heated by steam; open fires of coal or wood; hot and cold baths on every floor; oral annunciators in every room; billiard hall, bowling alley, lawn tennis court and other amusements. A beautiful park of orange and palmetto trees, with fountains, lawn and flower-beds, is kept for the exclusive use of guests. Hunting, fishing, boating, sailing, riding, driving and excursions by water to Dungeness and other points and objects of interest in the vicinity are among the amusements offered. A first-class livery is connected with the house, and telegraph and telephone station for the use of guests can be found in the Hotel office.

A perfect *Cuisine* is among the indispensables belonging to the establishment. For rooms, terms, etc., apply by mail or telegraph in advance of arrival to

THE EGMONT,

FERNANDINA, FLA.

WHITE * SULPHUR * SPRING.



On the Suwannee River, twelve miles from Lake City and eight from Welborn, is one of the boldest sulphur springs in the State of Florida, and, we might say the finest in the Southern States. It is in the thriving little village of White Springs, which is just now fairly springing into existence, having lain dormant for many years.

The present owners, Messrs. Wight & Powell, of Cairo, Ga., purchased the property two years ago and since that time the village has been built up to four times its former size.

A new hotel of sixty rooms has just been completed and nicely furnished, which, together with the old one, will accommodate two hundred guests. The dining-room will seat one hundred very comfortably. A large livery stable, bowling-alley, billiard and public hall and a beautifully shaded croquet ground are connected with the hotel. The bath-house is a three-story building. On the first is a bath pool twenty by thirty feet, which is one of the most superb plunge baths in the world; dressing rooms on the second floor, and offices and public hall on the third.

The spring pours forth twenty thousand gallons of sulphur water per minute. The bath pool is cut from the solid rock, which gives it a very grand appearance. The water is of an even temperature, being about seventy-two degrees F. both summer and winter, and cures Rheumatism, Neuralgia, Eruptions of the Skin, and Skin Diseases of all kinds, Dyspepsia, General Debility from overwork and Nervous Exhaustion. It quiets Nervous Irritation, and invalids who have not enjoyed a good night's sleep for months, invariably sleep well after commencing the bath. It cures Bladder and Kidney Diseases, and is a balm for all female complaints, such as Nervous Exhaustion and Nervous Debility, Anemia and Spinal Irritation. These healing waters have only to be tried to be properly appreciated, as thousands are ready to testify.

Hot and cold Baths can be had at the Hotel. Hot Sulphur Baths are working wonders in curing and relieving the afflicted.

Much of the surrounding country is beautiful and fertile, and the orange and Le Conte pear are produced to perfection. Sea Island cotton, corn, potatoes, cane, and a great many garden vegetables, are among its products.

The climate is fine, with its balmy atmosphere, the locality of the spring being high and dry. We know of no place in the State that is preferable to this for invalids and pleasure-seekers.

Mr. C. H. Freeman, the present manager, having had many years' experience will keep the House in a creditable manner throughout, and it is his and Mrs. Freeman's desire to make White Springs Hotel second to no resort in the South.

There is also a Chalybeate Spring in the neighborhood, long and favorably known for its curative powers, which is owned by Maj. T. F. Wesson, the water from which is kept on draught at Hotel.

Correspondence solicited as to locality and price of lots in the village and farming lands in the neighborhood, by

WIGHT & POWELL, WHITE SPRINGS, FLORIDA.



* LAND DEPARTMENT. *

FLORIDA RAILWAY AND NAVIGATION COMPANY.

Col. S. I. WAILES, Land Commissioner.

JACKSONVILLE, FLORIDA.

On the 17th of May, 1856, the Congress of the United States granted to the State of Florida (*inter alia*) "to aid in the construction of a railroad from Amelia Island, on the Atlantic, to the waters of Tampa Bay, with a branch to Cedar Key, on the Gulf of Mexico," a large quantity of Government lands lying along the projected route, including the right of way and "every alternate section of land designated by odd numbers for six sections in width on each side of said road and branch, together with indemnity for lands lost to the grant within said limits [by entry and settlement previous to the grant] to be taken from alternate sections within fifteen miles, *i. e.*, between six and fifteen miles from the said lines as they should be definitely fixed." (U. S. Statutes, Vol. XI, p. 15; Decision of the Secretary of the Interior, January 30th, 1884; Opinion of Supreme Court of the United States, *Baldwin vs. Railroad Company*, 13 Otto, p. 456.)

Maps and surveys of the projected line were filed, and the lands withdrawn from entry and sale, in 1857.

The State of Florida, by an act of the Legislature of January 5th, 1855, Section 28, granted the right of way over State lands.

The lands accruing to that portion of the road first constructed, now known as the Central Division, and extending from Fernandina to Cedar Key, amounting to about six hundred thousand acres, were first selected, and The Florida Land and Immigration Company was organized to effect their sale and settlement. The lands accruing later to that part of the road now known as the Southern Division, extending from Waldo to the Withlacoochee River, a distance of about one hundred miles, now completed, and the portion beyond that river to Tampa and Charlotte Harbor now in course of construction, amount to about as much more, and are now being offered for sale and settlement by the Land Commissioner, as the work of construction progresses, in tracts of forty acres and upwards, at low prices, according to the terms of the grant, for twenty miles in advance of actual construction.

These lands comprise some of the finest in the State, including all classes of lands and every variety of soil, from ordinary pine lands to first-class high hammock. They are being rapidly taken up, and the extension of the Line southward is enhancing their value daily. They have been selected and platted by some of the best and most experienced land experts in the State, and are offered at prices which are calculated to meet the wants, means and views of every individual; from the cattle grower, who must have large tracts of the best pasturage, to the small fruit grower and truck farmer, whose best possession is "a little farm well tilled."

All particulars relating to these lands, with maps, plats, prices and detailed information, can be procured by applying to the Land Commissioner as above.



CUMBERLAND ROUTE RE-OPENED.



THIS OLD AND DESERVEDLY POPULAR ROUTE completes the link between Brunswick and Fernandina. Daily connections between the E. T. V. & G. System at the former point, and the Key Line (F. R. & N.) at the latter. For passengers from all points, East, North and West to Florida, or vice versa. This route derives its name from the fact that it passes for some twenty miles along the shores of beautiful Cumberland Island, through the channel between that Island and the Coast proper, thus avoiding the rough and dangerous waters of the open sea. On this historic Island is located the old "Nightingale Place," where reposes the dust of "Light Horse Harry" Lee, of Revolutionary fame. It was also the home of Gen. Nathaniel Greene. This Island is now the property of Mr. Carnegie, and here he has erected one of the most magnificent of modern residences, which can be seen in passing.

S. C. LITTLEFIELD, General Manager.

At Fernandina connections are made with trains of the

FLORIDA RAILWAY AND NAVIGATION COMPANY'S LINES,

extending Southward into the extreme peninsula; Southeastward into and through the Great Orange Belt, and Westward to and through the Suwannee river Peach and Lumber and Turpentine region, through Middle Florida, the magnificent and fertile Hill Country, through West Florida and onward to

PENSACOLA AND NEW ORLEANS.

WALTER G. COLEMAN,

Gen. Trav. Pass. Agt.,

Cor. Bay & Hogan Sts., Jacksonville, Fla.

A. O. MacDONELL,

Gen. Pass. & Ticket Agt.,

Fernandina, Florida.

GEO. F. DREW & CO.,

JACKSONVILLE, FLA.,

Wholesale and Retail Dealers in

HARDWARE

**DOORS, SASH
AND BLINDS.**

STOVES

**MIXED PAINTS
OILS AND GLASS.**

MILL & STEAMBOAT SUPPLIES.

OUR SPECIALTIES ARE

Wadsworth, Martinez & Longman's Perfectly Pure Paints. Disston's Saws and Mandrels, Howe's Scales, Herring's Fire and Burglar-proof Safes, Giant Rubber Belt, Buckthorn Barbed Wire, Crown Jewel Vapor Stoves, etc., etc.

We carry a large stock of goods, and pay prompt attention to all orders. Have also an extensive PLUMBING AND TIN SHOP connected with our store.

—WE SOLICIT ORDERS AND CORRESPONDENCE.—



INDUSTRIAL MACHINE WORKS,

JACKSONVILLE, - - - FLORIDA.

—FOUNDRY * AND * MACHINE * SHOPS.—

Repairing and manufacture of new and special machinery done promptly and in first-class manner.

ENGINES, BOILERS, SAW-MILLS, PLANING-MILL OUTFITS, STEAM PUMPS,

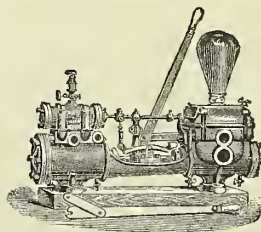
IRRIGATING OUTFITS and Machinery of every description furnished at very lowest prices. We possess a thoroughly practical knowledge of our business.

EX-GOVERNOR GEO. F. DREW, so long identified with the saw-mill interest of this State, is President of our Company.

Write us for circulars and prices.

—SAMPLE ROOM AT—

54 & 56 WEST BAY STREET.



TO ALL WINTER RESORTS.

Savannah, Florida AND Western Railway



— WAYCROSS SHORT LINE, —

A STEEL RAIL TRUNK LINE TO FLORIDA AND SOUTHERN GEORGIA.

5 Fast Express Passenger Trains to Jacksonville Daily.

This is the line selected by the U. S. Government to carry the Fast Mail between Washington and Jacksonville, and between Washington and New Orleans. The Finest

PULLMAN BUFFET SLEEPING CARS

Ever placed in service upon any line, are run daily between Washington and Jacksonville, and New Orleans and Jacksonville.

PULLMAN PALACE CARS

Daily between Cincinnati and Jacksonville, and Louisville and Jacksonville, only via the Waycross Short Line.



WM. HUGHES,

Northwestern Pass. Agent,
CHICAGO.

MARION KNOWLES,

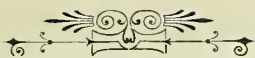
Southwestern Pass. Agent,
102 CANAL STREET, NEW ORLEANS.

H. C. HARDEN,

Eastern Pass. Agent, 261 Broadway, N. Y.

JAS. L. TAYLOR,

General Passenger Agent.



GRAND VIEW,

FORSYTH, BETWEEN BRIDGE AND CLAY STREETS,

JACKSONVILLE, FLA.



Enlarged and Newly Furnished. Electric Lights and Bells, Gas, Bath-rooms, Hot and Cold Water, in fact, all the comforts to be had at any First-Class Hotel at a much lower price.

THE house is centrally located, two and a half blocks from Waycross, and Jacksonville, Tampa and Key West Railways, and People's Line of steamers, and three blocks from Florida Railway and Navigation Co's Depot, and Up River Steamboat Landings, on a high, dry and perfectly healthy site, commanding an extended and charming view of the magnificent St. John's, unequaled by any house in the city.

The "GRAND VIEW" is, in fact, the paradise of the tourist. No expense or pains have been spared in building, fitting and furnishing this gem of a house, and the weary traveler on reaching it experiences the sensation, so sweet to us all, HOME AT LAST. This feeling is verified on repairing to the dining-hall, where he finds meals served from the choicest viands, shipped from the North and cooked by one of the most celebrated of the White Mountain knights of the gridiron.

A Choice stock of cows are kept to supply the house with milk.

Prices from \$2.00 to \$3.00 per day, according to location of rooms. Special rates by the week and month. Rooms may be secured in advance by mail or telegraph.

G. W. SMITH, Proprietor.

D. S. PLUMER, Clerk.

S. MAYER & GLAUBER,

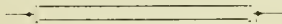
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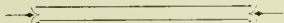
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BRUNSWICK, GA.

ALBANY, GA.

◁ THE PANASOFKEE COUNTRY. ▷

No brighter prospect of future wealth and prosperity awaits any section of Florida than is manifestly in store for that newly-developed and beautiful region now becoming so widely known as "The Panasofkee Country."

Lying almost in the heart of the peninsula, on the western slope of the ridge of high pine lands which extends centrally throughout the length of Sumter county from north to south; bounded on the west by the waters of the picturesque Withlacoochee river, which also forms the western boundary of Sumter; extending from the northern boundary line of Sumter to where a small tributary of the Withlacoochee, flowing in a westerly direction from its source in the interior of Sumter and debouching into the larger stream near Pemberton's Ferry, forms the northern boundary of that eastern portion of Hernando county which extends beyond the Withlacoochee to the Meridian Line; comprising a tract of country some eighteen miles in width and twenty-five miles long, plentifully watered by the Withlacoochee and Panasofkee Lake and their numberless tributaries—fed by perennial springs—whose banks are lined for miles with dense forests of cypress, live-oak, water-oak and other hard-wood trees of almost miraculously immense size—this favored region comprises attractions and advantages more varied and desirable, perhaps, than are to be found in combination in any other portion of the State.

Its very name bears testimony to the phenomenal productiveness of its soil. The aborigines, whose habit was to bestow upon natural objects and localities the most expressive and unmistakeably appropriate descriptive names, called this rich region "Panasofkee,"—"The Place of Plentiful Corn!"

But a few years since this whole country was comparatively a wilderness, sparsely peopled by a few wise and enterprising pioneer settlers, whose magnificent bearing orange groves are now the pride of the entire population, old and new, the wonder and amazement of strangers, and the most powerful and convincing evidences of the marvelous productiveness and richness of the soil and its peculiar adaptability to orange culture; now the whole country is teeming with restless, busy life, enterprise and progress. This transformation has been accomplished by the construction of the track of the Florida Railway and Navigation Company directly through the centre of its best and richest portion.

Among the dozens of new and vigorous young towns which have sprung up like magic all along the route of the railroad is

WILDWOOD.

Wildwood is situated in the "piney-woods," one hundred and sixty miles from Fernandina and about seventy-five miles from Tampa, with the Atlantic about sixty miles to the east and the Gulf of Mexico forty miles distant on the west. There are a dozen or more stores in

the place, two saw-mills and three hotels. Methodists, Baptists and Presbyterians have regular services, and there are ample school facilities. The surrounding country is healthy and the soil productive and easily worked.

Another of the new towns is

PANASOFKEE,

situated at the southern point of Lake Panasofkee, from which lake it takes its name, and just two miles from, and the nearest railroad point to Sumterville, the county site of Sumter county. The town was laid out in 1883 upon land owned by D. R. Townes, and is now about one year old. It is surrounded by a fine section of good pine lands, fertile hammocks, beautiful lakes and navigable streams. The country around it is rapidly developing, and many fine farms and bearing groves are already sending their produce to market. The town is connected by rail (the main line of the Florida Railway and Navigation Company's road being completed to this point) with Fernandina and Cedar Key direct, and by steamer with the country along the lake and up the Withlacoochee river, steamers connecting at this point with trains upon the railroad. The town has now about 200 inhabitants and is rapidly increasing in population. It has a public park containing two acres, three general merchandise stores, a drug store, a good hotel, livery stables, post-office, express office, telegraph office, saw-mill, real estate office, insurance office, and a live newspaper. A lot has been donated for a church and the building will be erected soon; a good school, free to all, is kept up during six months of the year.

About three miles north of "Little Withlacoochee" river, the track of the Florida Railway and Navigation Company's railroad crosses that of the Florida Southern, and again crosses it some four miles south of "Big Withlacoochee" river, thus giving to the people of this region the most ample transportation facilities. These advantages have already attracted many new settlers, and others are eagerly securing the choicest lands and locations. The new road now extends to the bend of the Withlacoochee, fifteen miles from Panasofkee, and is being rapidly constructed onwards to Tampa and Charlotte Harbor. On each side of the line, within fifteen miles thereof, lie the vast bodies of valuable lands belonging to the Company and now being offered for sale. On the 26th of November last, and for days thereafter, a crowd of from four to five hundred people, eager to buy, surrounded the special car occupied by the Land Commissioner and his assistants, which stood on a side-track several miles below Panasofkee for the convenience of purchasers; thus demonstrating the existence of the superior attractions offered, through the purchase of these lands, to settlers in The Panasofkee Country.

For all information in detail, apply to

S. I. WAILES, Land Commissioner, JACKSONVILLE, FLA.

RUSSELL HOUSE,

KEY WEST, MONROE COUNTY, FLORIDA.

A Delightful Winter Resort, and the only city in the United States below the Frost Line, with an Average Temperature of 70 degrees. TERMS MODERATE. HUNTING, BOATING, FISHING AND FINE DRIVES. Reached by Steamer direct from New York and New Orleans, or by Cars and Steamer from Tampa, Fla., every Tuesday, Friday and Saturday P. M., on arrival of trains of South Florida Railroad.
CHAS. T. MERRILL, Manager.

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Centrally located, convenient to all the St. John's River Boats.

Take 'Bus Carriage or Street Car, at Depot, direct for Hotel.

RATE, \$2.00 TO \$3.00 PER DAY.

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Bearing and Non-bearing Groves; Lake Fronts; Residences and Town Lots; Improved and Unimproved Lands.

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Every attention paid to guests by polite attendants.

THE GULF HAMMOCK HOUSE, OTTER CREEK, Florida. The leading resort for Sportsmen on the Gulf Coast. See large advertisement on another page.

WITHLACOOCHEE HOUSE, WILDWOOD,

Sumter Co., I. E. BARWICK, Proprietor. In the Midst of the Pines. The Best Fare; the Nicest Rooms; the Lowest Rates.

"BOSTROM'S" Double Verandahed House, facing the broad Halifax. Boats, shady croquet grounds and abundance of fruit. A beautiful shell walk along the high river bank shaded by giant live oaks; and a 10 minutes' walk to the Ocean Beach. \$10 per week. J. A. BOSTROM, Ormond-on-the-Halifax, Volusia County, Florida.

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Messengers on all incoming trains. Passengers by giving their checks to messenger insure safe and prompt delivery to any point in the city, as this Company is under bonds to all the railroads for such delivery.

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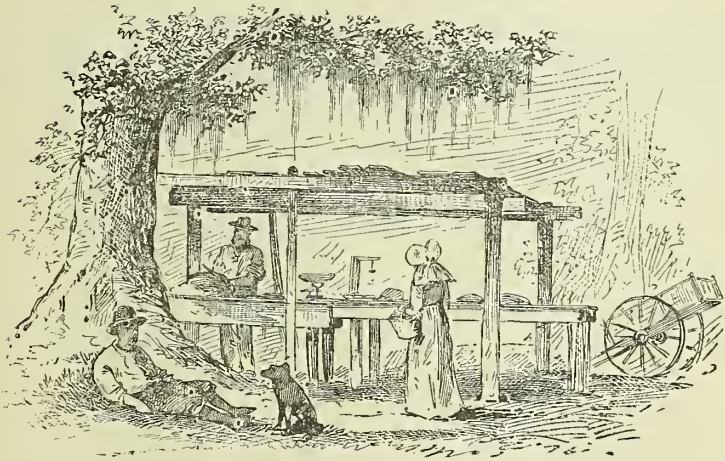
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❧ HOTEL * LIST. ❧

CENTRAL DIVISION.

PLACE.	NAME.	PROPRIETOR.	Capacity.	Daily Rate.	Weekly Rate.
Fernandina.....	The Egmont.....	<i>See</i> A. J. Mellon.....	150	\$4.00	Special.
"	Mansion House.....	Mrs. B. M. Downie....	75	\$2.50 to \$3.00	Special.
"	Lucy Cottage.....	Miss L. O. Thompson..	14	\$2.00	\$10.00
"	Tourist Hotel.....	.....	.....	.....	.....
"	Florida House.....	Mrs. A. Laddy.....	20	.....	.....
"	Boarding-house.....	Mrs. D. Kelly.....	12	.....	.....
"	Boarding-house.....	Mrs. J. Acosta.....	.....	.....	.....
"	Boarding-house.....	Mrs. H. C. Martin.....	.....	.....	.....
"	Boarding-house.....	Mrs. Ansley.....	.....	.....	.....
"	Boarding-house.....	Col. L. Dozier.....	11	Furnished	Rooms.
Callahan.....	Boothe House.....	.....	.....	.....	.....
Baldwin.....	Boarding-house.....	Mrs. E. Coy.....	.....	.....	.....
Lawtey.....	Burrin House.....	.....	.....	.....	.....
Starke.....	Commercial Hotel.....	.....	20	.....	.....
"	Clark House.....	.....	15	.....	.....
"	Boarding-house.....	Mrs. Von Klrn.....	5	.....	.....
"	Boarding-house.....	Mrs. Long.....	8	.....	.....
Waldo.....	Waldo House.....	.....	.....	.....	.....
"	Coleman House.....	.....	.....	.....	.....
"	Sunnyside.....	.....	.....	.....	.....
"	Boarding-house.....	Mrs. Beckham.....	.....	.....	.....
"	Boarding-house.....	Mrs. Hicks.....	.....	.....	.....
"	Boarding-house.....	Mrs. Tolar.....	.....	.....	.....
Gainesville.....	Arlington Hotel.....	C. H. Webber.....	.....	.....	.....
"	American Hotel.....	J. A. Erickson.....	12	\$1.50 to \$2.00	\$7.00 to \$10.00
"	Magnolia Hotel.....	.....	20	.....	.....
"	Oliver House.....	.....	20	.....	.....
"	Boarding-house.....	Mrs. Hunt.....	.....	.....	.....
"	Boarding-house.....	Mrs. Knodler.....	.....	.....	.....
"	Boarding-house.....	Mrs. Snell.....	.....	.....	.....
"	Boarding-house.....	Mrs. Vickridge.....	.....	.....	.....
"	Boarding-house.....	Mrs. Brown.....	.....	.....	.....
"	Boarding-house.....	E. C. McMahan.....	.....	.....	.....
"	Boarding-house.....	B. M. Smith.....	.....	.....	.....
"	Boarding-house.....	S. J. Patterson.....	.....	.....	.....
Archer.....	Boarding-house.....	H. J. Lavy.....	.....	.....	.....
Bronson.....	Boarding-house.....	Mrs. Clark.....	.....	.....	.....
"	Carter House.....	.....	.....	.....	.....
Gulf Hammock.....	G. H. Hotel.....	G. H. Hotel Co.....	20	\$2.50 to \$3.00	\$12.50 to \$15.00
Rosewood.....	Boarding-house.....	Mrs. Ford.....	.....	.....	.....
"	Boarding-house.....	C. S. Carson.....	.....	.....	.....
Cedar Key.....	The Suwanee.....	Willard & McIlvaine..	80	\$2.50 to \$3.00	\$15.00 to \$20.00
"	Gulf House.....	.....	50	.....	.....
"	Jones House.....	.....	.....	.....	.....
"	Magnolia House.....	.....	.....	.....	.....
"	Bettelini's.....	.....	.....	.....	.....
"	Boarding-house.....	Mrs. Leavitt.....	.....	.....	.....
"	Boarding-house.....	Mrs. Furstnow.....	.....	.....	.....
"	Boarding-house.....	Mrs. Dozier.....	.....	.....	.....
"	Boarding-house.....	W. A. Prevatt.....	.....	.....	.....
"	Boarding-house.....	C. J. Bradshaw.....	.....	.....	.....
"	Boarding-house.....	R. L. Holzendorf.....	.....	.....	.....
"	Boarding-house.....	Capt. Wm. Batty.....	.....	.....	.....
Isola Bella..... (Down the Coast)	Jones House.....	Alfred P. Jones.....	18	\$2.00 to \$3.00	\$10.00 to \$12.00

SOUTHERN DIVISION.

Hawthorne	Tennessee House				
"	Boarding-house	E. E. Leavitt			
"	Boarding-house	S. J. Tyner			
"	Boarding-house	Dr. C. A. Simmons			
Orange Lake (Citra)	Citra House				
"	Boarding-house	Mrs. E. White			
Anthony	Anthony House				
Silver Spring	Westervelt House	I. Y. Westervelt	40	\$2.50	\$9.00 to \$12.00
"	Boarding-house	M. E. Ross	14	\$2.50	Special.
"	Boarding-house	J. E. Webb			
Ocala	Ocala House	L. M. Thayer	400	\$4.00	Special.
"	Magnolia House	Mrs. Cody & Anderson	50	\$2.00 to \$3.00	Special.
"	Allred House				
"	Colonnade House				
"	Peninsular House				
"	Whitfield House				
"	Boarding-house	W. J. McGrath			
"	Boarding-house	Mrs. Redding			
"	Boarding-house	Mrs. Brown			
Lake Weir	Lakeside House				
"	Boarding-house	F. S. Lucius			
Wildwood	Withlacoochee Ho.	I. E. Barwick	50	\$2.00 to \$3.00	\$12.00
"	Georgia House				
Sumterville	Sumterville Hotel	J. G. R. Hamilton	40	\$1.50	\$7.00
Panasoffkee	Lake House				

LEESBURG BRANCH.

Leesburg	Roach House	D. Roach	40	\$1.50 to \$3.00	\$7.00 to \$10.00
"	Virginia House				
"	Atkins House				
"	Herndon House				
"	Kentucky House				
"	Gibbons House				
"	Boarding-house	Mrs. Hull			
"	Boarding-house	F. J. Lovelace			
Tavares	Tavares Hotel				
"	Peninsular Hotel				
"	Whitehall House				

WESTERN DIVISION.

Chattahoochee L'g	Riverside Hotel				
Chattahoochee	Boarding-house	H. H. Spear	12	\$1.50	\$7.00
Quincy	Quincy House		20	\$2.00	\$10.00
"	Stockton House				
Tallahassee	The Leon	J. M. Lee	200	\$4.00	Special.
"	The Morgan	Geo. C. Morgan	150	\$4.00	Special.
"	The St. James	Mr. and Mrs. Lamb	50	\$2.50 to \$3.00	Special.
"	Whittaker House	Mrs. S. B. Hopkins	20	\$2.00 to \$3.00	Special.
"	Boarding-house	Mrs. W. M. McIntosh	30	\$1.50	\$10.00
"	Boarding-house	Mrs. Gilmore			
"	Boarding-house	Mrs. Townsend			
"	Boarding-house	Mrs. Brokaw			
"	Boarding-house	J. L. De Milly			
Lloyd	Whitfield House	Mrs. L. W. Whitfield	25	\$2.00	\$7.00
Monticello	Partridge House	B. W. Partridge	8	\$2.00	\$8.00
"	Boarding-house	Mrs. Skipper			
"	Boarding-house	Mrs. Williams			
"	Scott House	Mrs. Scott			
"	Boarding-house	Mrs. Whitfield			
Madison	New Hotel		150		
"	Florida House				
"	Boarding-house	Mrs. Fraleigh			
"	Boarding-house	Mrs. Haukins			
"	Boarding-house	Mrs. Thomas			
"	Boarding-house	Mrs. Parramore			
"	Boarding-house	Mrs. Cason			
Livo Oak	Ethel House				
"	Slate House				
Welborn	Boarding-house	Mrs. Branau			
Lake City	Chicago House	J. M. Wilsou	30	\$2.00 to \$2.50	\$10.00 to \$15.00
"	Borum House				
"	Thrasher House				
Glen St. Mary	Gleu House	Miss. T. M. Tilton	20	\$1.50	\$8.00 to \$12.00
Darbyville	Hotel McClonny	Sam. H. Smith	65	\$2.50 to \$3.00	\$10.00 to \$14.00
Jacksonville	Everett Hotel	J. M. Lee	300	\$4.00	Special.
"	Windsor Hotel	F. H. Orvis	200	\$4.00	Special.
"	St. Marks Hotel	Fred. E. Foster	125	\$2.50 to \$3.50	Special.
"	Sunnyside Hotel	S. M. Hall	75	\$2.50 to \$3.00	Special.
"	Tremont House	Dr. H. DeW. Dodge	80	\$3.00 to \$4.00	Special.
"	European Hotel	F. Bettelini	50	European	Plan.
"	Grand View Hotel	G. W. Smith			

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